

SECURITY  
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# SEAFARERS LOG

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



VOL. III

NEW YORK, N. Y., TUESDAY, DECEMBER 23, 1941

No. 25

## MARITIME LABOR BOARD IS SET UP

### SIU Votes Full War Support

Unanimous Branch Vote Pledges Seafarers to "Total Victory"

#### RESOLUTION

WHEREAS, a state of war exists between our country, the United States of America, and the Axis Powers, and  
WHEREAS, the Seafarers' International Union of North America is and always will be an AMERICAN Union of, by and for seamen, and

WHEREAS, as true Americans we have solemnly pledged to fight for our country, individually and collectively, and  
WHEREAS, the United States Merchant Marine is our nation's most important second line of defense, and  
WHEREAS, we fully realize our responsibilities and our duty to our country and its people, and

WHEREAS, we know it is our duty, like all others, to roll up our sleeves and do our share to win this war, and  
WHEREAS, no sacrifice is too great for the preservation of our country, its people, and the four fundamental freedoms which have existed, and we have enjoyed, since we became a free nation, now therefore be it

RESOLVED, that, as individuals, and collectively as the membership of the Seafarers' International Union of North America, Atlantic & Gulf District, an organization representing true American Seamen, we unequivocally give our government, and those upon whose shoulders are placed the responsibilities of the conduct of this war, our full support and cooperation in order that our nation our freedom, and our democracy will be preserved through total victory in this war, and be it further

RESOLVED, that we solemnly pledge and resign ourselves to whatever action may be required, on our part, to help win this war, and be it still further

RESOLVED, that we do everything within our power to keep our organization and the United States Merchant Marine free of all subversive elements, fifth columnists and saboteurs, and be it finally

RESOLVED, that we call upon all organized labor to take similar action to give our government full support and cooperation in these trying times, and keep their ranks free of all subversive elements, fifth columnists and saboteurs.

### Agents Conference Clears Decks; Buy Defense Bonds

The entrance of the United States into the second World War brings with it many new problems for the labor movement. Trade unions will be much restricted in their activities, and at the same time will assume new responsibilities.

To prepare the SIU for its role in the all-out war against the Axis, John Hawk, secretary-treasurer, called an Agent's conference which convened in Savannah on December 10th, 11th and 12th.

This Agent's conference, one of the most momentous in the history of the SIU, passed a series of resolutions aimed at a general tightening of the Union's machinery and at clearing the decks for the storms that will be encountered between now and the end of the war.

The resolutions passed at the Conference have been submitted to the membership which met up and down the coast and by unanimous Branch vote approved them.

The following is a condensation of the major resolutions.

1. \$25,000 of the Union's

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### Combat Zones Set; Harbors Are Guarded

By order of Admiral C. Hart, commander-in-chief of the United States Asiatic fleet, ship traffic is henceforth forbidden from entering a huge "strategic area" marked out in the South Pacific and Indian Oceans.

The "strategic area" embraces the Philippines, the Netherlands East Indies, North Borneo and the coastal waters of Burma, British Malaya, Thailand, French Indo-China and China as far north as the mouth of the Yangtze River. Also Japanese territory, Portuguese Timor and Macao.

The Admiral's order does not mean that all American and Allied traffic will disappear from this area, but rather that special permission is required to enter it. Sup-

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### PACIFIC SIU GETS DOUBLE-X

The Pacific District of the SIU had a fast one pulled on it last week by the National Labor Relations Board.

After months of fighting to obtain an election on the Union Oil tankers, the SUP finally forced the NLRB to hold such an election and place the SUP and the NMU on the ballot for the deck department. But when it came to the engine and steward department—the SIU was left out in the cold. No name appeared on the ballot for engine and steward departments save that of the NMU.

This was a maneuver by the pro-CIO district board of the NLRB in California. The result of this maneuver, if the NMU and the Board gets away with it, will be that the black gang and the stewards department are robbed of their fundamental right to choose their own bargaining agency. They must vote NMU or nothing. Another result will be that even if the SUP wins overwhelmingly on deck, the rest of the ship will be either unorganized completely or else be tied to the disruptive NMU. Either condition is hardly conducive to sound labor relations.

### — FLASH —

The War Emergency Maritime Board has handed down its first decision which grants seamen \$5,000 life insurance on all runs except those on inland waters and the Gulf of Mexico.

Its second decision granted war bonuses on all runs except inland and Gulf of Mexico water. Amount of bonus not yet decided.

Complete text of insurance decision appears on Page Four.

WASHINGTON, D.C.—After sitting in conference continuously for three days, the maritime unions reached an agreement with the shipowners and the government on the broad questions of labor policy for the duration of the war and set up a maritime labor board to put the policies into effect.

The following men have been appointed to the three man board, and have been accepted by all parties to the conference.

DR. JOHN R. STEELMAN, head of the U.S. Conciliation Service.

CAPTAIN MacAULEY, who will represent the Maritime Commission and act for Admiral Land.

PROFESSOR FRANK GRAHAM, of the University of North Carolina.

The Board's first problem will be the setting of war bonuses and insurance rates. The Board is now considering this question. Both the shipowners and the Unions will abide by its decision.

Any problems which come up and might be considered outside the regular mediation machinery provided for in the collective bargaining agreements between the Unions and the operators, will be handled by the Board.

### Hawk and Biggs Report On Washington Meeting

The below two proposals speak for themselves and you can plainly see that the SIU and SUP have been successful in defeating the phoney move of the NMU, the Maritime Commission, and the Shipowners of setting up a Board which would be composed of all the commies in the CIO along with the Maritime Commission and the Shipowners. The American Seamen would have lost every gain they have made since 1934 if the proposal as submitted by Blackie Myers of the NMU had been accepted by the Conference being held here.

The NMU proposal would have taken away—FIRST—"OUR HIRING HALLS", as they state in their proposal quote "among other things the board may wish to conduct an inventory of facilities and PERSONNEL AND RECOMMEND THEIR ALLOCATION". This would mean that all Seamen regardless of affiliation would be forced to register and ship through a central hiring hall in any port where the Board may designate. This is exactly the same as the old FINK HALL and is part of the finky program that the Maritime Commission has been trying to put over on the Seamen for the past five years. SECOND—"IT WOULD HAVE TAKEN AWAY ALL OF OUR BARGAINING RIGHTS AND VOIDED EVERY AGREEMENT WE HAVE IN EXISTENCE TODAY FOR THE DURATION OF THE WAR." In other words this Board would have been invested with the power to decide any and ALL PROBLEMS in the Mari-

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**MORE ABOUT**

## Hawk and Biggs Report

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time industry which means the setting of wages, overtime rate (if any), hours of labor, and living conditions aboard all American vessels. **THIRD—"IT WOULD HAVE RAMMED THE COPELAND FINK BOOK DOWN THE THROATS OF ALL AMERICAN SEAMEN IN THE DISGUISE OF A PASSPORT."** Our Unions have already been approached by certain individuals on the question of listing the service of each Seaman on the back of our Certificates which is nothing but a back door entrance to the Copeland Fink Book so we were prepared for this one and killed it before they had a chance to discuss the question. This is another one of the Maritime Commission's ideas which they have been trying to put over on the Seamen for a good many years and if they had been successful here the Seamen would never have gotten rid of the FINK BOOK again.

In other words the SIU and SUP blocked every attempt made by the NMU and Maritime Commission to put over the Maritime Commission program of FINK HALLS, FINK BOOKS and FINK TRAINING SCHOOLS which they have tried so desperately to put over during the past five years. We demanded that our HIRING HALLS, COLLECTIVE BARGAINING RIGHTS, THE RIGHT TO MAINTAIN OUR IDENTIFICATION CERTIFICATES RATHER THAN THE FINK BOOK, and THE RIGHT TO SUE FOR DAMAGES WHEN INJURED ON BOARD A VESSEL UNDER THE JONES ACT be respected before we would consider giving up our right to strike for the duration of the war. Our demands were granted as well as our proposal of setting up the Board instead of the finky proposal submitted by the NMU and backed by the Maritime Commission and the Shipowners.

The Board as set up by our proposal is practically the same as the procedure laid out for settling disputes in all of our agreements in existence today, and can handle absolutely nothing but the questions of War Areas, War Bonus, and War Risk Insurance.

This Board, which is composed of Dr. John R. Steelman from the Department of Labor; Captain MacAuley of the Maritime Commission; and Professor Frank Graham of the University of North Carolina, will go into session at 10 A.M. Monday, at which time both Labor and Industry will present their proposals, briefs, and oral arguments regarding the War Bonus situation. At the conclusion of this Conference the Board will then hand down their decision on War Areas, War Bonus, and War Risk Insurance which shall apply to the Maritime Industry on a Nation wide scale. All future disputes which arise regarding the war Bonus between the Union and the Shipowners and which can not be settled through the machinery set up for this purpose in our agreement should also be referred to this Board for the duration of the War and their decision shall be binding on both parties, but not until both the Union and the Shipowner have had a chance to present their side of the dispute.

John Hawk

M. D. Biggs

## Finky Proposal of NMU

(Delivered by "Blackie" Myers to Conference)

The conference convened by the Maritime Commission and the Department of Labor for the purpose of mobilizing all interests in the shipping industry in the maximum war effort has already given an inspiring example to the nation of the type of democratic unity which is essential for the ultimate defeat of fascism.

The first question to be considered by the conference was the vital question of insuring uninterrupted shipping facili-

ties to guarantee the success of our war effort. Consistent with that purpose, it is gratifying to report that every labor organization present at this conference unequivocally pledged that it would abstain from the exercises of its fundamental and inalienable right to take economic action for the settlement of disputes.

It is equally gratifying to note that the Maritime Commission, speaking for the government, in turn pledged that it would be the policy of the government that collective bargaining rights should not be infringed upon nor curtailed, and that proper and appropriate substitute machinery should be made available in return for labor's agreement to give up its right to exercise economic action.

Finally, the shipowners' representatives stated that in recognition of the generous attitude taken by labor in this national emergency, they will make every effort to adjust all disputes amicably under their existing collective bargaining agreements, and furthermore, that all questions arising which cannot be settled within the framework of these agreements shall be submitted, as labor has suggested, to a tribunal, the composition of which shall guarantee fair adjudication of all problems submitted to it.

In order to guarantee that the basic program of this conference—that is, the defense of the nation and the defeat of the Axis powers—may be accomplished, we believe that it is absolutely essential that any board set up be designed to reflect the composition of this conference. Failure to set up a board on this national, coordinated basis would be to abandon the democratic principles which have brought this conference into session.

We propose therefore, specifically, that this conference go on record urging the establishment of a board consisting of representatives of all the labor organizations, the shipowners and the interested government agencies. For the purpose of voting on any question submitted to the board, the shipowners and the labor organizations shall have an equal vote, with the appropriate government agency casting the deciding vote. We believe this conference should act on this basic policy immediately.

Generally speaking the functions of the board will be to formulate and put into operation a program which will make use of all the existing facilities and all the personnel available in the maritime industry in the manner most consistent with the national defense effort. Among other things the board may wish to conduct an inventory of facilities and personnel and recommend their allocation.

Many subsidiary and corollary questions will arise as to the functioning of the board. Undoubtedly the board will establish panels for the consideration of specialized problems referring to different sections of the industry. In addition, the board will undoubtedly consider the desirability of setting up regional mechanics along the lines of the National Labor Relations Board.

We have here pledged ourselves to submerge all petty differences and to avoid all factional disputes. In the light of the immensity of the problem confronting us, we cannot afford to take a narrow or provincial point of view of any problem in the maritime industry. On the contrary, every problem must be examined from the basic viewpoint of its effect on the national war effort.

Obviously we are engaging the Axis enemy on all fronts simultaneously. Therefore only through a national, coordinated board on which all parties have representation can these parties have the opportunity of making their maximum contribution. The Army, the Navy and our Federal Government operate on the basis of one army, one navy, one nation. Therefore, the maritime industry has the obvious responsibility of applying the same democratic principle in the solution of its problems.

## Joint Proposals of the SIU & SUP To Counter-Act NMU Scheming

The membership of our Union, the Sailors Union of the Pacific, the Seafarers International Union of North America, Atlantic, Gulf and Great Lakes Districts, have unanimously adopted a policy to do their share as loyal Americans to win this war.

We are unanimous and undivided in our 100 per cent support of our country. We will sail any American Flag ship anywhere in order to bring the war to a victorious conclusion.

We will sail the ships. We will man the ships without delay. We know the American merchant seamen must sacrifice, their position will be a dangerous one directly on the firing line. We expect in return in line with the declaration of our President and our Government to keep our collective bargaining agreements and rights, to keep

our social gains acquired by legislation over a period of years. We ask specifically that we retain, first, our hiring, second, the right to maintain the certificate of identification, rather than the discharge book. This was given to us in the Merchant Marine Act as amended in 1937.

Third, the right to retain our privileges under the Jones Act,

## Injured Seaman Receives Blood From Brothers

Brother Albert Acuna, No. 307, signed off the Robin Hood this week and then started to walk up-town in New York. As he was crossing 14th Street a huge truck swerved around the corner, knocked him to the pavement and ran over him. Brother Acuna's ribs were crushed and his lungs were punctured.

The New York Dispatcher was notified by Bellevue Hospital that Acuna had absolutely no chance to live unless he immediately received blood transfusions. When Paul Gonsorchik, the New York Dispatcher, told the brothers in the hall about it, there was a rush of volunteers. The following brothers were accepted and gave their blood: W. J. Davis, Edward Flaherty, Clarence Norman, Edward Blakely and Joe Saltis. Brother Saltis is a permit man.

As we go to press the hospital reports that Acuna has a 50-50 chance to live. If it had not been for the action of the brothers who gave their blood, he wouldn't even have that chance.

## HARBOR MINED

The approaches to New York Harbor have been mined, it was reported in the Navy Hydrographic Office's Bulletin.

Incoming vessels were warned that they must get directions for safe navigation from the patrol vessel stationed at the entrance of Ambrose Channel.

## Com. Field Rules On Seamen's Accounts

Seamen may legally make allotments from wages they may earn for deposit in a joint account in a savings bank only when the second party to the account is a grandparent, parent, wife, sister or child, according to a ruling by Director R. S. Field; Bureau of Marine Inspection and Navigation, Department of Commerce.

The ruling followed the receipt of information by the Bureau of Information that in some instances seamen have been making allotments to joint accounts in savings banks where the second party to the account is not related in any way to the seaman making the allotments.

which gives the merchant seaman the right to sue for damages when injured on board a vessel.

Fourth, we expect the ship owners to meet with us promptly in negotiation to adjudicate disputes which may arise from time to time under our collective bargaining agreement.

Fifth, we recommend that

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What's Doing—

# Around The Ports

## JACKSONVILLE

According to the Pilot, of Nov. 21st, the Brothers in that organization are up in arms at the increasing patronage of Arthur Thomas' place in Port Arthur, said patronage emanating from the dyed in the wool members of the NMU. It has been so serious that various members of the NMU are taking the recalcitrant members to task about it.

It seems that Thomas is a scab herder and should be shunned as poison ivy, and any member patronizing the Dump should be shot. Admittedly so, but how about the other side of the Gulf and story. Here in Jacksonville we have one of the most noted finckherders in the racket. His name is Fred Angerholzer and he has been in business here for 35 years or more. The NMU and the SIU had joint picket lines on this fellow's place of business some time ago and the NMU quit the picket line first and we continued alone for about two months and then gave it up for lack of cooperation.

Recently, the NMU has been furnishing men for this Crimp and his ships with an open face, under the pretext that they want to get NMU members aboard them. Now, what I would like to know is how any members of a Union can find fault with what another member does in association with finckherders when the Agent of the NMU at Jacksonville openly associates and does business with the same type of animal on the Union's time.

Saturday night I chanced to meet some former shipmates of mine in a local beer parlor, and on asking what ship they were on they told me the name of a Texas Oil tanker. I told them that I would be afraid to have a beer with known Combies and a flock of NMU books were shown to me with 14 to 16 months' arrearages on each. Is this the flaunted membership of the NMU? That last month in their books were the LAST MONTH'S DUES that the NMU is going to get.

The usual queries as to the new agreements were brought out with the fact that they all seemed pleased with the set-up in our Union. They state that they never hear anything in Port Arthur and have to get what information they can from NMU agents who are quite anxious to withhold anything from them which would tend to mitigate against their own Union. I gave them literature and verbal information and it would not surprise me to see some of these fellows try and swing over to the SIU in the near future and bring the ships with them, as they say that conditions on them now are not so hot.

Fraternally,  
C. M. ROGERS, Agent

### Notice to All Agents and Dispatchers

Oliver Ash, #6994, is entitled to ship from all hiring halls of the SIU.

#### IN MEMORY OF

Brother  
STEPHSEN O. HASELDEN  
#3110

Died aboard the S.S. Marore, November 24, 1941, while enroute to the Panama Canal.

## SAVANNAH

December 3, 1941.

Editor, Seafarers' Log  
Dear Sir and Brother:

Shipping around this port is still good for A.B.s. The other day we had a peculiar beef on the S.S. City of Birmingham in regards to dividing wages where the ship sailed shorthanded. The Master claimed that the delegate in New York had given him a pamphlet in which the commissioner had made a ruling that where a man came aboard at sailing time in the afternoon and on arriving in the morning where he paid off, being two half days—arriving and sailing—constituted a day's pay. After arguing with the Master and Mate for a couple of hours that the commissioner's ruling had nothing to do with the ship sailing shorthanded and that he would have to pay two days' pay, he finally paid it and everybody was happy.

Also had the S.S. Fluer Spar in from the Far East today with a boat deck load of 500 monkeys. These national defense monkeys sure have given me a headache so far and the beef has not been settled as yet. All of the overtime in dispute was settled to the satisfaction of everybody concerned. Approximately some 300 hours was in dispute.

Wishing one and all a Merry Christmas and a Happy New Year.

Steady as she goes,  
CHARLES WAID, Agent  
Savannah Branch

## TAMPA, FLA.

Editor, Seafarers' Log,  
2 Stone St., New York, N. Y.

Dear Sir and Bro.:

Will you please print the list of names that I am holding books for at this office. They have been here for several months.

Deck Dept.  
Gione, Simon  
Rossi, Luigi P.  
Birt, Albert H.  
Mallory, Steve M.  
Johnson, Leon N.  
Linares, Pedro

Steward Dept.  
Boatwright, N. W.  
Bufkin, Philip N.

Eng. Dept.  
Cacitcit, Apolonia  
VanBillard, R.  
Hunt, Owens  
Mullet, Geo.  
Jordan, Earl R.  
Noone, James M.  
Smith, William S.

Fraternally,  
D. L. PARKER, Agent

## NEW ORLEANS, LA.

New Orleans, La.  
December 9, 1941.

Editor, Seafarers' Log  
New York, N. Y.  
Dear Sir and Brother:

Brother Armstrong and I were talking to a member of the staff of the Federationist, New Orleans' Official Labor Organ, and it was suggested by Brother Armstrong that he take up a small portion of his paper to let union men know where they can buy union-made goods in this town. He was not very enthusiastic about the matter. So I am taking time out to make the suggestion to all our agents and patrolmen in various ports.

I think it would be a very good idea that a small portion of the Seafarers' Log be used for this information. If each agent or patrolman would cooperate and each week endeavor to buy one union-made article, for instance this week look for a tie, a pair of socks or any article with the union label, then write in to the Log the name of the place where the union-made article was purchased. By all ports cooperating, when arriving in a strange port, it will be very simple for a union brother to come ashore and by all the union-made gear he needs.

Hoping this meets with the approval of all members and gets the full cooperation of all concerned, I remain,

Fraternally yours,

C. J. (BUCK) STEPHENS  
P.S.—Armstrong and I were in town looking for a union-made tie. We found one at Freeberg's, 521 Canal St.

## PHILADELPHIA

Dear Sir and Brother:

Just a short report to let you know that the City of Brotherly Love shipped 59, registered 21, and we have 29 registered on all three shipping lists at this time. Shipping seems to be pretty good.

The crew on the Robin Hood was curious as to why the deck engineer was eliminated from the crew list. In fact, so was the patrolman.

Outside of this and a few minor beefs that were settled, such as men being paid their back wages to Oct. 1, as per West Coast agreement on the Calmar Lines, nothing of great interest has happened.

So, until next week, that's about all.

Fraternally,  
Harry Collins, Agent.

## SIU and SUP Joint Proposals

(Continued from Page 2)

Madam Perkins set up a board of three from the Conciliation Department, one on the Pacific, one in the Gulf and one on the Atlantic. This board will have for its purpose to hear disputes which cannot be settled by the seamen and owners. This board may hear both sides and make final recommendation.

That is our policy, Mr. Chairman. We realize we have to do our share in this fight and we are going to do it. We expect to sail the ships; we will sail them without delay, and man them in any

waters the Government sees fit to sail the ships. All we are asking for is that as long as this industry is run on a private basis we retain the right of collective bargaining agreement. We are not going to delay any ships, we are not going to strike any ships, but we want to retain the rights we have gained through the efforts of the United States Government and our own efforts in the past, the right to keep what we have, and there is no reason we should not be able to keep them, and we will sail the ships any time, in any waters.

## SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

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## French Merchant Fleet In U.S. Waters Seized

After a year of attempted appeasement of Marshal Petain and the French Government, the United States finally was forced to recognize that the French are firmly tied to the Axis, and last week seized all French ships in American waters.

The French fleet, which included the Normandie, numbered fourteen ships. These vessels, up until this past week, had been under "protective custody" which served to prevent them from leaving American ports.

The skeleton crews were seized by the Coast Guard and interned for the duration of the war. The crews from the ship in New York harbor were taken to Ellis Island.

The biggest prize was, of course, the super-liner Normandie. There is speculation as to what use will be made of her. Authorities say she could be converted as an aircraft carrier within three or four months. On the other hand, she could be made a transport unequaled anywhere in the world for speed and cruising radius and capacity. As a troop transport she would carry close to 10,000 men.

Although the turbo-electric engines have been kept in good condition during her two-year tie-up in New York, her long idleness has encrusted the bottom and she now lies in river edge mud. She would have to enter dry-dock for cleaning even before any conversion work.

The complete list of the fleet taken over in various cities, is as follows:

NEW YORK — Normandie, 83,423 tons; Ile de Re, 5,104 tons; Leopold L. D., 5,267 tons; Mont Everett, 5,120 tons; Fort Royal, 3,486 tons.

NEW ORLEANS — Michigan, 6,419 tons; Angouleme, 2,451 tons; Touraine, 6,589 tons.

MOBILE — Scheherazade, 13,467 ton tanker, one of the largest tankers in the world.

SAN PEDRO — Wisconsin, 8,062 tons; Vannes, 2,069 tons.

SAN FRANCISCO — Alencon, 2,327 tons.

CANAL ZONE — Indiana, 5,751 tons; Nemours, 900 tons.

Also seized was the Swedish liner Kungsholm. This 20,000 ship will probably be used as a troop transport. According to Government officials, the seizure does not mean a change of relations with Sweden. The act was merely one of "an emergency nature" and the Swedish government will receive compensation.

### The Merchant Sailor

You have seen him on the street  
Rolling around on groggy feet;  
You have seen him clutch the  
pavement for support.  
You have seen him arm in arm  
With a maid of doubtful charm  
Who was leading him into Port.

You have shuddered in disgust  
As he groveled in the dust;  
You have laughed at him when  
You saw him on a spree,  
But you haven't seen the ripp  
of his lonely dismal ship,  
Ploughing furrows through a  
mine infested sea.

You have cheered our Naval lads  
In their stately "iron-clads";  
You have spared a cheer for the  
boys in khaki too.  
You have trembled in a funk  
When you read "big mail boat  
sunk,"  
But you never cared a damn  
about the crew.

You mourned the loss of every  
steamer,  
And the cost—it made you brood,  
But you never said, "Well done,  
sailor,"  
To the man who brought you  
food.  
He brings our wounded home  
Through mine infested seas,  
And he carries all our troops  
across the night;  
He belongs to no brigade,  
He is neglected and underpaid,  
But he is always in the thickest  
of the fight.

—THEODORE THOMSON  
# 5296

### MONEY DUE

The Steward's Department men who signed off the S.S. Major on December 8th, have \$2 linen money coming to them. They can collect at the Bull Line office in Baltimore or New York.

CLAUDE FISHER,  
N. Y. Steward's Patrolman



## Text of War Emergency Maritime Board Ruling On War Risk Insurance

Effective immediately and pending further consideration and decision by the Board, each member of the crew of any merchant vessel documented under the laws of the United States and covered by the statement of principles pursuant to which the Board has been established, including such vessels now at sea, should be insured against loss of life due to risk of war or war like operations in the amount of \$5,000 on all voyages (such insurance to be effective through the entire voyage and until such member of the crew shall be returned to a place within continental United States, excluding Alaska), other than voyages exclusively on inland waters of the United States or on waters of the Gulf of Mexico (the harbors of Key West and Havana and all waters west of the line from the eastern most point of the City of Key West or the approaches thereto, to the eastern most point of the City of Havana or the approaches thereto, to be deemed for all purposes hereof to be included in waters of the Gulf of Mexico), or both.

This is an interim decision made to govern the relations of the operators and their employees, in the emergency pending further consideration and if necessary, revision. The Board will endeavor to arrive, after careful consideration, on a prompt determination of all matters properly pending before it, it being intended that its decision thereon will be retroactive to Sunday, Dec. 7, 1941, unless otherwise determined by the Board.

(dated) Dec. 22, 1941  
(signed)

Edward MacAuley, chairman  
John R. Steelman  
Frank Graham

## "Sea Otter" Gets Atlantic Tests

Trial runs have been completed on the first full-sized "Sea Otter" type of small freighter and the ship has been labeled as "very satisfactory" by Frank Knox, Secretary of the Navy.

The "Sea Otter" is a 2,000 ton ship, built with decks almost flush with the water and having a conning-tower bridge. Its power comes from a series of gasoline engines instead of steam boilers or Diesel engines, which are usually used.

The only tests needed to assure the complete success for the ship, according to Knox, were those which must await storms to show its performance in heavy seas.

## GOOD NEWS

The Seafarers' Log will be issued weekly after the first of the year. A resolution to this effect was drawn up at the Savannah Agent's Conference and passed by branch vote up and down the coast.

This means a decided step forward for the Log. The membership and the organization generally will benefit by receiving more exhaustive and frequent news of Union happenings.

Watch for details and date of new publishing schedule in the next issue.

## NOTICE

The crew of the S.S. Robin Hood, as of March 5th, 1940, should communicate with Richard M. Cantor, 51 Chambers Street, New York City.

## More About

### Savannah Conference

(Continued from Page 1)  
funds is to be invested in Government Defense Savings Bonds. \$10,000 of this amount will be drawn from the strike fund, \$10,000 from the hospital fund and \$5,000 from the general fund.

2. A member delaying a ship or quitting without notice in accordance with the provisions of the Ship's Articles and the Union contract, shall be placed on trial. If the member is found guilty of the charge, he shall be suspended for 30 days, plus a \$20 fine for the first offense; six months' suspension and a \$50 fine for the second offense; and for the third offense he shall be expelled from the Union.

3. Burial benefits are boosted to \$100 for the duration of the National Emergency.

4. Henceforth members may collect shipwreck benefits from either the Company or the Union — but not from both.

5. Brothers may register for jobs in any department in which they are qualified — Deck, Steward or Engine. If the member changes his mind after registering, he may shift to a different department providing no other member registered on the list is available. In all cases book members shall have preference over Permit men.

6. On those Union offices where there are no regular candidates on the ballot (Gulf Representative, New York Engine Patrolman, Jacksonville Joint Agent, and Mobile Deck Patrolman) the Brother who receives the greatest write-in vote will be elected, provided he receives 1/3 the votes cast for that office. Failing this, the offices will be filled by special Branch vote up and down the coast after the regular election is completed.

7. Immediate steps will be taken to eliminate the rating of mess boy from all future contracts.

## More About

### Combat Zones and Harbor Protection

(Continued from Page 1)  
ply service must continue to the territory, especially to American bases, but the freighters engaged in this work will be convoyed by the naval fighters.

Four Atlantic ports, besides New York, have been designated as "defense areas" by an executive decree issued by President Roosevelt. The four areas named were New London, Delaware Bay, Chesapeake Bay (Norfolk), and Charleston Harbor.

## Battle-Ship Grey for the Merchantmen

No more gleaming white super-structure on the old rust buckets from now on. No more red stacks, or green, or blue, or yellow. Nothing but dull battleship-grey from stem to stern. This is the order just released in New York by the commandant of the Third Naval District. Furthermore, all identification marks, flags and other insignia must be covered by the new battleship colors.

These orders are just part of an entire system of new regulations imposed upon the merchant marine for the duration of the war. A special license system for all small craft in harbor waters and nearby offshore duty is being worked out by the Navy, and no vessels will be permitted to leave or enter port without such license.

In addition to these steps, merchant shipping has been taken entirely out of the hands of the operators, insofar as communication is concerned. All ship captains now report directly to the Navy, and no private operator is permitted to send a communication to a vessel at sea.

## CAST YOUR VOTE

It is the duty of every member of the SIU to cast his vote in the current election.

Brothers that fail to vote have no right to beef about the outcome of the election.

Balloting will continue through January 1942.

VOTE NOW IN ANY SIU HALL!

## Editor's Mail Bag

Editor of the Log:

Now that this Country is at war and repressive legislation is pending before the Congress, it is important that each member recognize his responsibilities and act accordingly.

These are times when we will do well to take council with ourselves and our elected officials on all controversial questions before taking any action that may place the SIU on the spot. It should be remembered that our officials are in contact with day-to-day events as they occur and are in a better position to advise us as to what position we should take when some crisis does develop.

During these trying times, when the very existence of the Labor movement is at stake, it is the sacred duty of each member to do everything in his power to protect to the utmost the gains we have made, and do nothing that in any way will give aid and comfort to those who seek to destroy us. We must strongly condemn the anti-labor hatchet-men. We must be careful lest we contribute indirectly in their vicious attacks on Labor.

Our Union has gone on record supporting the Administration in

the prosecution of this war. Our agents and representatives have recommended that we purchase Defense Bonds to the tune of \$25,000. In other words, we are agreed that the most important thing facing the American working man is the defense of our Democratic heritage.

It therefore becomes important that we jealously guard our organization from any source that may tend to divide and weaken us. We must remember that among us we will find dissenters, we have heard their rumblings. We must, by our every effort try to educate and make them realize the importance of this struggle—the right to liberty and the pursuit of happiness of every working man is at stake. We, as organized working men, are the defenders of these rights and we cannot shirk our responsibility.

Now, more than ever before, we need to present a solid front to the end that we can take our rightful position as one of the progressive forces determined to defeat fascism and all repressive legislation.

Fraternally,  
HOWARD GUINIER, No 478

## Seafarers' Log

### Honor Roll

| S.S. ALSOA PROSPECTOR |        |
|-----------------------|--------|
| Deck Department:      |        |
| Cair                  | \$1.00 |
| Drew                  | .50    |
| M. Cusher             | 1.00   |
| Anduze                | .25    |
| Maggio                | 1.00   |
| Randall               | .50    |
| Szostak               | .50    |
| Davis                 | 1.00   |
| Bosun                 | .25    |
| A. Mackasy            | 2.00   |
|                       | 8.00   |

| CREW OF S.S. ELDENA |       |
|---------------------|-------|
| S. Renna            | 1.00  |
| J. Graham           | 1.00  |
| F. Miller           | 1.00  |
| P. Ash              | 1.00  |
| G. Rosenbell        | 1.00  |
| J. Walsh            | 1.00  |
| V. Aubenson         | 1.00  |
| H. Murphy           | 1.00  |
| J. Sekletar         | 1.00  |
| J. Valasuf          | 1.00  |
| W. DeWitt           | 1.00  |
| E. Tvorge           | 1.00  |
| R. Riegel           | 1.00  |
| J. Oswald           | 1.00  |
| J. Lewis            | 1.00  |
| S. Taghers          | 1.00  |
| P. Lacruze          | 1.00  |
| R. Tomatis          | 1.00  |
| F. Rerez            | 1.00  |
| J. Varnay           | .50   |
|                     | 19.50 |

|                       |         |
|-----------------------|---------|
| Charles Potter        | 1.00    |
| Crew of               |         |
| S. S. West Imboden    | \$14.00 |
| Deck Gang             |         |
| S.S. Alcoa Prospector | 6.00    |
| A. Mackesy, No. 6081  | 2.00    |

### Esther Grundland 1874 - 1941

"Mother" Grundland passed away this week. Her son, Charles C. Martin, No. 1856, reported this to the LOG, for she was known and loved by many SIU Brothers. Esther Grundland was 67 when she died at her home in Brooklyn. She will be mourned on many a ship.