

SEAFARERS LOG

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

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No. 28



ROBIN LINE SHIP REVEALED AS A SUPER-BELLY ROBBER

By JOSEPH FLANAGAN

A Robin Line rust bucket arrived at this fair port with its usual volume of beefs. However, the main issue was the food situation.

When the excuse for a ship arrived, we received an SOS from one of the delegates to come down to her at once as about 10 of the crew were sick from eating bad food. We proceeded to the ship and sure enough at least that many complained that their systems were on the fritz due to the rotten grub they had eaten during the major part of the trip. The engineers and mates also were very loud in their denunciation of the food situation. When the Captain was questioned about the issue he denied all, stating all food on his ship was of first grade quality, and that he would not allow any other food to be put aboard his ship. We then proceeded to investigate the whole issue, and dug up some very interesting facts.

The company posted a ration list on the bulletin board stating this was the orders of the U. S.

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It's More Ice For Labor Freeze

Workers in the New York area were virtually hog-tied to their jobs this week under a series of new regulations handed down by Mrs. Anna M. Rosenberg, regional director of the War Manpower Commission. While the freezing rule applies only to the metropolitan area, it is understood that Paul McNutt will issue similar regulations for the rest of the country's production area.

The program introduces three principal changes in existing regulations:

1. Employees who quit their jobs in "essential jobs" without obtaining formal release from the boss, cannot be hired by any new employer for two months. This is only a step short of Mussolini's old fascist regulation that such a worker could not be re-employed at all.

2. Workers in "essential jobs" can not shift to "non-essential jobs" without written approval of the government. No matter how bad the pay and working conditions, the worker is tied to the profiteering employer.

3. Hiring of any workers engaged in any of the list of 149 critical occupations is permitted only with the written consent of the War Manpower Commission.

4. Workers can not be hired by any employer if they have not lived in the city or surrounding "commuting area" for the preceding month. This prevents workers from moving to a different city in order to better their conditions—even if they get a job in "essential work."

Thus, while the Austin-Wadsworth "slave labor" bill is being fought in Congress, the War Manpower Commission is proceeding to put many of its worst features into effect by simple ukase.

The really criminal part of the whole proceeding is the fact that labor's representatives helped in drawing up the rules; these having been OK'd by the "Labor-Management Committee" for this area. Which only goes to prove

once again that once labor joins these phoney boards, it becomes the captive of the government-boss alliance.

An Apology

J.L. has asked the LOG to apologize to Brothers Cassidy, Grimes and Rogers for any embarrassment that may have been caused to them by the appearance of their names in the column "Out of the Focs'l" on October 1.

J.L. assures these brothers that any association of names was entirely accidental, and his only motive was to report news which he thought would be of interest to the membership.

AMERICAN LABOR FACES SLAVERY

The Austin-Wadsworth Bill now pending in Congress is another milestone in the march toward darkest reaction, and possibly even fascism, in this country. Just as the Smith-Connally bill, passed last year by Congress, was aimed at smashing the unions and depriving the working

class of its rights, so the Austin-Wadsworth bill is another blow at labor and is sponsored by those employer elements who will only be satisfied when it becomes a statutory offense to join a trade union.

Labor lost the fight on the Smith-Connally bill because the Congress was dominated by stooges for Big Business. It is the same Congress which now is considering the Austin-Wadsworth "Slave Labor" Act, and the chances of its passage appear good.

Whether or not this bill is passed, however, it is certain that this Congress will continue to attack labor, in word and act, and the utmost vigilance is needed to protect our remaining gains. In the long run it is only the reconstitution of Congress (electing men who wear a union label) which will protect labor from these attacks. But in the mean time, every worker must become familiar with the provisions of the Austin-Wadsworth Bill and prepare to combat it with all possible weapons.

PROVISIONS OF THE BILL

(1) Every man 18-65 and every woman 18-50 must register.

(2) The President is empowered to determine the number of workers needed in any essential "industry, in agriculture, or in any occupations, activities or employment," to designate the purpose for which they are needed, to specify quotas, qualifications of the persons selected and the places to which they are assigned.

(3) Local draft boards select the individual workers.

(4) The bill includes provisions that:

- a there is "due regard to assigning the workers near their homes"
- b "reasonably suitable" housing accommodations are available
- c aptitude tests and training are given "as far as it is practicable"
- d transportation is provided
- e transported workers receive the compensation and work the hours required in the place of his new employment, the newly assigned workers are not obliged to join any existing organization or union.

(5) Assigned workers are entitled to restoration of like seniority and pay at the end of the war "unless employers' circumstances have so changed as to make such restoration impossible or unreasonable."

(6) Refusal or failure to comply with any lawful orders issued under this act are punishable by a fine of not more than \$1,000, six months imprisonment, or both.

WHAT THE BILL MEANS

(1) Conscription to work for a private employer making his private profits—slavery as defined by the Supreme Court.

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BE KIND TO WAR PROFITEERS DEPARTMENT

DENVER, Oct. 2—Frankest statement of the month for big business apologists of war profiteering came this week from Chairman Maurice H. Karker of the War Dept. price adjustment board, which handles renegotiations of war contracts.

According to the Nat'l Union Farmer, Karker told a meeting of the Associated Industries in Cleveland recently that:

"In reaching a conclusion in renegotiation proceedings we allow an adequate margin of profit, plus a margin of generosity, plus a margin for good measure. No manufacturer can say the plan is anything but fair."

Ten Allied Ships Lost To U-Boats

A pack of U-boats, believed to have used a new and deadlier type of torpedo, followed two Canada-bound convoys "like a school of sharks" for ten days last month and sank ten and possibly eleven Allied vessels, including three warships, surviving seamen disclosed.

Naval authorities described Germany's new type of torpedo as combining magnetic guidance with acoustic detonation.

Fired at a ship from astern the torpedo overtakes the vessel and explodes within the radius of the ship's propeller vibration. The

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New York City BOWling Green 9-8346



I attended the SIU's executive board annual meeting in San Francisco, results of the proceedings will be submitted to the membership by your respective secretary-treasurers.

The following bills have been introduced in Congress, and hearings are scheduled for October 12, 1943.

HR.3257—To amend subtitle-Insurance of title II of the merchant marine act, 1936, as amended, to authorize suspension of the statute of limitations in certain cases, and for other purposes.

The purpose of the bill is to affirm and clarify the authority of the WSA; to agree on a waiver of the statute of limitations in connection with claims arising from insurance agreements in cases of missing vessels, in order to provide prompt settlement of both marine risks and war risks involved.

NO DOUBLE RECOVERY

HR.3258—To prevent recovery on claims under section 1 (a) of public law No. 17, seventy-eight Congress, relating to seamen employed by the United States through the War Shipping Administration.

The purpose of the bill is to limit the possibility of double or over lapping recovery on account of death or injury to seamen as employees of the U. S. by the WSA. The possibility of such overlapping recovery arises in cases of seamen who are entitled to sue under the law of the U. S. in case of death or injury and may also be entitled to sue under foreign law on account of the same casualty.

UNIFORM INSURANCE

HR.3259—To clarify the application of section 1 (b) of public law No. 17 seventy-eight Congress, to certain services performed by seamen as employees of the U. S., through the War Shipping Administration.

The purpose of the bill is to exclude from consideration for the purposes of old age and survivors insurance benefits, services of seamen employed as employees of the U. S., by the WSA, on foreign flag vessels or contracted for and performed wholly outside the U. S., so that coverage for such benefits for seamen employees of the WSA shall be in line with the coverage in cases of similar services by seamen employed by private shipping operators.

HR.3262—To amend section 2 (b) of public law No. 17, seventy-eight Congress—relating to functions of the WSA, and for other purposes.

The purpose of the bill is to expressly authorize the waiver of recovery of seamen's insurance payments by the WSA, particularly in cases where insurance has been paid to beneficiaries on the assumption that the missing seamen were dead, but were later found to be alive. The bill follows a similar provision with respect to recovery of benefits paid by the veterans administration.

The analysis on the above bills was prepared by the committee

on merchant marine and fisheries. Haven't had the time to thoroughly check these bills — will forward all bills to the respective HQ of the SIU affiliates.

MARITIME PANEL MEETING

Attended a conference of panel members of the War Shipping Panel — (Maritime Panel of the War Labor Board). The National War Labor Board approved of all but three of the voluntary agreements that the panel recommended approval in the meetings that were held on August 16, 17, and 18th.

The three cases that the board did not take action on involved the MM&P and the MEBA. The board recommended that a committee from the Panel have a conference with Mr. Vinson, stabilization director, to discuss the possibility of him granting temporary approval of the agreements pending the outcome of the present negotiations of the MM&P-MEBA and the employers for a uniform agreement.

The agreements in question, call for increases above what is termed the mode. Under executive order No. 9328, the board cannot approve of the agreements without the approval of Mr. Vinson.

WAGE FREEZE

For the information of the membership, I'll try and explain what is meant by the mode. It is the most frequent rate of wages paid in any locality or industry. For instance, if the majority of the AB's receive a monthly wage of \$100. per month

and a union and the employer agree to a wage rate for AB's at \$125.00 per month, this new wage rate would be above the mode for the industry, and under executive order No. 9328 the board cannot grant approval of the agreement.

Should any employer pay a wage rate above the mode, and they hold government contracts or are agents for the government and pay any wages that are above the mode and the agreements are not approved by the War Labor Board, the employer would not be able to collect from the government on any payments that he may have made.

That is the club that the War Labor Board holds over the employers' head when he makes an agreement with a union. If they do not comply with the rulings and directives of the board, and executive orders, they are not reimbursed by the government for any expenditures that they make as per the terms of their agreements.

A committee from the panel had an appointment with Mr. Vinson yesterday afternoon, and the case is now back in the lap of the National War Labor Board for action. The board did not want to act on this case with having a conference with Mr. Vinson, due to the fact that the new wage schedule is above the Mode. It now remains to be seen what action the board will take on this case, their decision may set a precedent under the "RARE AND UNUSUAL CASE" clause in executive order No. 9328.

AMERICAN LABOR FACES SLAVERY

(Continued from Page 1)

(2) American citizens give up their right to choose the work, the place they live in and the condition under which they work.

(3) Capital and industry are left free to act as they wish—unconscripted.

(4) Possible injustices:

a to Negroes—Southern draft boards can easily use their power to bind the Negroes even more firmly to the soil or to their underpaid jobs

b to minorities—individuals of unpopular opinions can be threatened with removal for expression of their opinions

c to all citizens—loss of voting privileges until a new residence is established

(5) A tremendous setback to the improved working conditions of the past 15 years through:

a forcing transferred people to work under any conditions existing in their assigned occupation

b a blow to the democratic trade union movement by transfer of militant union leaders to other jobs

c the destruction of unions where membership maintenance clauses and union shop agreements exist because of the fact that new workers would not be obliged to join any existing labor union.

(6) Break up of the home through:

a one member of the family moving to another area

b complete readjustment for the whole family if it moves together.

(7) The proponents of the bill imply that the undemocratic method of coercion by the state rather than consent by the people

is the only method of getting the American people to work in occupations essential to the war effort.

AUSTIN-WADSWORTH BILL WON'T SOLVE THE PROBLEMS

It does not accomplish its stated purpose to "provide for the successful prosecution of the war." It assumes that the only hindrance to further increase in production (which has more than doubled since 1939) is a manpower shortage. This does not get at the basic causes which are:

(1) lack of overall planning: a improper allocation of raw materials, so that some plants have an over-abundance and others maintain their employees idle through lack of material

b concentration of 75% of war contracts with 100 large corporations causing many small businesses to fail, and creating unnecessary shortages of labor in specific areas

(2) no real statement of the needs of the armed forces in relation to the available manpower.

(3) failure to use large groups of available manpower.

(4) failure to remedy the bad housing, transportation, etc., in war areas which create or intensify labor shortages.

New Orleans Mailing Address

All mail for union brothers in New Orleans should be addressed in the following manner:

John Doe
General Delivery
Seamen's Postal Unit
Custom House Station
New Orleans 16, La.

Texas Jails Labor Leader When He Talks Of Union

This week witnessed the spectacle of a labor leader being flung into jail because he urged workers to join a union. This didn't happen in Hitlerland, but "deep in the heart of Texas."

R. J. Thomas, president of the United Automobile Workers, was the victim of this startling invasion of civil rights. All he did was speak at a rally in Pelly, Texas, an oil-producing center, and make this plea:

"I earnestly ask those who are not now members of the Oil Workers' International Union to join now."

As soon as he finished, deputy sheriffs "nailed him" and hauled him off to the Travis county lockup. In double-quick time, County Judge J. Harris Gardner sentenced him to three days' imprisonment and a \$100 fine. However, he was later released on bond, pending a trial on his appeal, October 20.

VICIOUS ANTI-UNION LAW

All of this arose because the Lone Star state has a vicious anti-union law which, among other features, specifies that no one may seek to organize workers without a license. At least

four other states have similar repressive laws.

When Thomas announced he was to speak at the Texas rally on behalf of the right to organize, which is guaranteed by Federal statutes, Attorney General Gerald Mann rushed into court and got an injunction to "gag" Thomas unless he secured a license.

Thomas replied that he didn't think he should be compelled to obtain a license to exercise his constitutional rights.

READY TO FACE ISSUE

"I didn't come here to violate any law," he said. "But since the issue has arisen I don't want anybody to say I'm evading it."

Thomas declared bluntly he would speak and thus test the validity of the Texas act.

MONEY DUE

Following Brothers have money coming from the Bull Line. Collect at New York office:

- FRANK SWIFT
- DEBERT SHIELDS
- FRED LEWIS
- BERNARD BOLAND
- OTTO PETERSEN
- C. MOWITZ

Robin Line Revealed Super-Belly Robber

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Government that when the chief steward of ship put in his requisition for stores, every item on his list was cut at least 50% and some as high as 80% by the company purchasing agent. Steward notified company before ship sailed that some of the stores aboard the ship were unfit for consumption. This was ignored by the company, and the prize of them all was a letter to the company from the Captain which specified the food was unfit to eat.

This letter was signed by the same Captain who made the statement his ship carried nothing but first grade food.

Here is a copy of the skipper's letter:

Seas Shipping Company, Inc.
39 Cortlandt Street
New York, N. Y.
Att: Mr. P. P. Lanning,
Operating Manager

Dear Sir:

Please be advised that we found it necessary to purchase potatoes and yeast in Trinidad; the former because more than 50% of those obtained in Norfolk were no good (see letter dated June 7); the later because the 32 lbs. on hand from the last voyage were useless. The steward ordered 40 lbs. of yeast in Norfolk, but all he received was 10 lbs.

In addition, the following items on hand from last voyage were found to be no

good: 20 cases of eggs, 400 lbs. frozen beef, 200 lbs. corned shoulder, 170 lbs. frankfurters, 100 lbs. ox livers, 200 lbs. veal, 175 lbs. sausages, 268 lbs. chickens, 100 lbs. ducks, and 75 lbs. turkeys. With regard to the first three items listed above, the exact quantities are questionable, as some of these may be salvaged.

Respectfully yours,
K. Gunderson,
Master, S.S.

To top this, the new stores they took aboard were also of such poor quality and far less in quantity that the food that had to be disposed of, that the crew almost starved for the rest of the trip.

To further their aim towards a quick demise for the crew, the chief engineer of said ship shut off all the fresh water, and let the crew drink some kind of blackish salty water for ten days. I advised the entire crew to have a thorough examination from a doctor as soon as they possibly could. I hope this advice was taken seriously.

As a final suggestion to the crews of these ships where a ration system has been imposed by the company, the War Shipping Administration has ruled the ration system as proposed by them was to become effective only when the ships were in areas where food was unobtainable. Also the provisions therein were based on the minimum and not the maximum allotment per man. Stewards take notice.

Ten Allied Ships Lost To U-Boats

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ship, totally disabled with her propeller gone, is then an easy mark for a point-blank torpedo.

The Germans have long been using torpedoes powered with electric batteries, which leave no tell-tale wakes of bubbles.

The enemy submarines, returning to the North Atlantic in apparently great numbers after several months of comparative inactivity, continued the attacks until the convoys were almost within sight of the Canadian coast line.

With their increased armament and their superiority in numbers to the four to ten escort vessels ordinarily provided for an Allied convoy, the U-boats probably will not hesitate, if they are caught by surprise, to stay on the surface and fight both surface vessels and planes with gunfire. This, indeed, may be the function of some of the pack—to attack the escort vessels and pick them off with guns and torpedoes. Another portion may fire sonic or magnetic torpedoes into the midst of the convoy in an attempt to sink ships and make the convoy scatter. Still another portion may take position to pick off stragglers or isolated ships.

At least two of the U-boats were believed to have been destroyed and six others probably were damaged, the survivors said.

Except for the warships, which included the Canadian destroyer St. Croix, formerly the U.S.S. McCook, no official announcement was made of the sinkings. The battle began Sept. 19.

It was not disclosed whether the attack was the same action reported by the Royal Canadian Air Force Sept. 28 in which RCAF long-range Liberators battled six surfaced U-boats.

Survivors of two American and one Norwegian cargo ships gave a word picture of one of the starkest sea fights since the war began. They told of ships breaking in half as torpedoes ripped into their hulls, of injured and dying men struggling for hours in the icy, oil-thick water on the outer rim of the Arctic circle, of exploding depth charges and of one U-boat being blasted out of the water after being caught in the beam of a warship's searchlight.

Around The Ports

GALVESTON

Things around Texas ports are pretty good, have two new ships to crew up in the next few days. Have had a few of the boys come over from New Orleans to ship out. Had the pleasure of going aboard a new ship where I had to call the RMO for two ordinaries and two acting AB's. These birds would be turned to by the Bos'n on a job, and in a few minutes he would go looking for them. When he did find them they were either in the mess-room or in their bunks. That crap was stopped once and for all times. The point is this, you new men that have graduated out of the training schools, you are going to sea to make a living like all of us have done in the past. There is a strong union, and things are pretty good, wages, working conditions, and living conditions. Don't for one minute think that they have always been that way, or that they will stay that way. For unless you stand up and protect what the old timers have built and handed down to you, you can lose in a few months what it has taken years of sacrifice to build. It is said that history repeats.

Read back during the last war. The wages, conditions and bonus was not no where near what you are receiving today. Then after the shipowner had made his, along with the help of the seaservice bureau, we were forced to call a strike in 1921, which we lost to our sorrow. Then the wages and conditions started to go down until they finally got so low that you either had to accept them or work ashore, and there are many who still remember that there were some companies that you had to work away at one cent a month, to get a job.

You are faced with the same dose after this war. The old heads of the seaservice bureau are right in the saddle of the RMO to take over and break up your union. And remember that it took from 1921 until 1934 to bring back what was lost. Men were killed, jailed, and crippled to help make the conditions that

you are enjoying today. And just a few days ago another maritime union (NMU) was negotiating for the same wages and conditions that you enjoy in the SIU which they do not get in their contracts and which their leadership did not fight for as your leadership has done.

Remember, in union there is strength. With your help you can look back some day and say, I was one of the builders of the Seafarers' International Union.

E. R. WALLACE, Agent

TAMPA

Every since I have been Agent in this port and the S.S. (.....) was coming in here there were no beefs on her, but for the past six months every trip there are beefs galore.

That ship has had more AB's and Boatswains aboard her in that length of time than ever before. From my point of view there must be some two legged rats aboard her.

I understand that there are two, but they are so damn slick that it is hard to catch them. I suppose that Bro. Army will have to contend with her for awhile; luck to you lad.

There is one sure way of telling when winter is approaching and that is when you see all of the Tampa boys drifting in to soak up some of this hot sunshine, and vitamin B—eer.

Things here are very slow for the present time although we are looking forward to a pickup in shipping.

The USS has opened up a hotel and recreation center here for the boys that drift down this way and from the looks of things it may turn out OK, but it is too close to the Maritime training school for much benefit to the bonified men that go to sea.

D. L. PARKER, Agent

Personals

Will all members of the crew of the S. S. Norwalk, particularly H. Jayner, A. Page, E. Olsen, C. Kampf, H. Clements, R. Holte and J. Dogart, for a voyage commencing June 5, 1942, get in touch with Paul C. Matthews, 11 Broadway, New York City.

OSCAR HEIL

Stop in the office of the Secretary-Treasurer next time you are in New York.

LESNIAK, GROS and WOODBURY

Your log beef has been settled in your favor. Collect from Mr. Daily, New York shipping commissioner.

SIDNEY DAY GREY

You have \$43.71 coming from McCormick Line. Collect in New York.

LESLIE C. TAYLOR, No. 27991 Stop in the office of the Secretary-Treasurer next time you are in New York.

JULIUS WONTOR

Stop in the office of the Secretary-Treasurer next time you are in New York.

EDWARD P. MALUE, 23469 Your discharges are in the office of the Secretary-Treasurer.

SIU And Tanker Members On West Coast

Central Registering and Dispatching Office Open in SUP Headquarters at San Francisco

For SIU Members and T. C.'s in Deck, Engine and Steward Departments

Increased shipping on West Coast by SIU members has made it necessary to open a separate and complete business office to be devoted solely to registering and caring for the needs of SIU members in all departments.

All SIU members in San Francisco are required to immediately register in SIU office at 59 Clay St. SIU members in SUP Branches on the West Coast are to register in the respective SUP Office and receive an SIU shipping card. SIU shipping cards will have preference on SIU ships and will be recognized by all SUP Dispatchers. SIU Deck members will have second preference when SUP members are available.

For Further Information:

Call your union offices and tanker organizers at the addresses listed below. You will always find somebody at these numbers excepting at night.

SEATTLE, WASH.—86 Seneca St.—Phone Elliott 6752.—E. Coester or Johnson.

PORTLAND, OREGON—111 West Burnside St.—Phone Beacon 4336—John Massey or C. Atkins.

RICHMOND, CALIFORNIA—257 Fifth St.—Phone Richmond 4021—Louie Glebe or Banks.

VANCOUVER, B. C.—340 B. Cambie St.—Phone Pacific 7824—Hugh Murphy.

WILMINGTON, California—440 Avalon Blvd.—Phone 4449.

NEW YORK CITY — 105 Broad St. — Phone Bowling Green 9-9530—Morris Weisberger.

SAN FRANCISCO—59 Clay St.—Phone Exbrook 8229—Phil Conley.



"THE WORKMEN HAVE DECIDED IT'S TIME YOU DID SOMETHING ABOUT THEIR TRANSPORTATION PROBLEMS!"

Admiral Reveals British-American Nazi Prisoners Used In Attempt To Break Down Shoreside Union Ship Rivalry

The LOG has twice reported the fact that shipowners are using Nazi prisoners to do seamen's work, thus hoping to undermine the contract and the union. This week comes word that prisoners are also being used by shoreside employers in their offensives against organized labor. In Elwood, Indiana an employer is using prisoners in a canning plant to try to break a local which has gone on record to support the war 100%!

The plant is the local Frazier Packing Co., which is using 100 prisoners to relieve a "labor shortage" which the United Cannery, Agricultural Packing & Allied Workers Union claims is non-existent.

The Union said that it will press unfair labor practice charges against the firm, through the National Labor Relations Board, contending that local union labor which has been available to the management has been turned down in favor of Nazi employees.

The "super-men" from the fatherland are not only treated to special consideration as employ-

es, but also apparently are allowed to scrawl expressions of their distorted philosophy on company property.

Company property has been decorated with swastikas, iron crosses, and slogans such as "Heil Hitler," and "Germany Today, Tomorrow and Forever."

The Union said that the Nazis work eight hours a day, are given a five minute rest period every hour, get one hour for lunch, and are treated to fresh tomatoes and catsup. American union workers slave 12, 14 and up to 17 hours per day, get half an hour for lunch, and are treated to no "tomato surprises."

Seeds of a sharp post war conflict between the United States and Great Britain are contained in the gigantic shipbuilding program conducted by both nations during the war. That the two "United Nations" view each other suspiciously was revealed this week by Admiral Howard L. Vickery who returned from a tour of British shipyards. Speaking to a correspondent for the New York Times, the Vice Chairman of the Maritime Commission said, "I told them we intend to become a maritime nation and intend to stay one. I said we would do it by cooperation, but if they didn't want to cooperate we'd stay one anyhow."

Two Union Ships For The Greeks

With the change of name and registry last week of the Liberty ship William H. Todd to Greek ownership the Greek Maritime Union now has, for the first time in its history, two completely unionized vessels. This was made possible by the recent affirmation in England of a collective agreement between the union and the Greek Government and shipowners.

The Amerike, as the ship henceforth will be known, is the second of two such vessels turned over to the Greeks for operation for the duration of the war under lend-lease agreements. The first was the DeWitt Hyde, which was renamed the Hellas.

EQUALITY IS GOAL

Commenting on the acquisition of the latest additions to the Greek Merchant Marine, Petros Spiridacos, secretary of the Greek Maritime Union said that the new collective agreement marked the first real step made by his union toward achieving equality with the seamen of the other United Nations. He asserted that he looked forward to great improvement in wages and working conditions for Greek seamen.

"The Greek seamen," he declared, "have been right in the thick of things in this war. During the past three years Greek shipping losses in enemy action have exceeded 1,500,000 tons. With this loss over 4,000 Greek seamen have given up their lives."

"Though nearly one-fifth of the total number of Greek seamen have been lost, we still have more than 10,000 who continue to serve aboard Greek ships and the vessels of the Allied nations."

ENORMOUS LOSSES RECOUNTED

"The Liberty ships we have received are a welcome addition to the replacements from Great Britain, but they are by no means enough to make good even a small percentage of the terrific losses sustained by the Greek merchant fleet. Today, after three years of war, we have only about seventy ships, representing some 500,000 tons, out of a pre-war total of over 500 vessels."

This blunt talk has brought into the open the commercial rivalries which have been submerged by the necessities of war—but never eliminated.

Vickery was concerned over the fact that Britain is concentrating on larger, faster commercial ships while the United States has been building Liberty ships which will hardly be able to compete with other maritime nations after the war. While the British produced ships are in the category of "competitive ships," the Admiral said, "the American overall shipbuilding program was so much greater that we are producing about ten times as many ships as the British—even of the 'competitive' type."

Vickery pointed out that as a result of this shipbuilding record, England after the war would be unable to maintain the supremacy of the merchant sea lanes which she previously held, and she would find it "advisable" to cooperate with the United States.

Vickery was asked by reporters how it was that England continued to build merchant ships in face of a recently announced agreement between President Roosevelt and Prime Minister Churchill that England would produce warships with the building of merchant ships left to the United States.

"I'd better skip that," he said.

Seamen's Institute Opened In Brooklyn

Bishop Thomas E. Molloy of Brooklyn dedicated yesterday afternoon the new \$250,000 Catholic Seamen's Institute of Brooklyn, Hicks and Rapelye Streets, a non-sectarian recreation center for men of the merchant marine. Five thousand persons crowded the auditorium, filled upstairs rooms where loudspeakers had been installed and gathered in the street.

Bishop Molloy paid tribute in his speech to the late Rev. Alphonse Rickert, who founded the institute in 1936, and to Rev. William Farrell, port chaplain and institute director.

Mgr. James H. Griffiths, vice chancellor of the Brooklyn Diocese, in his address, praised "the unsung heroes of the deep—the men of the merchant marine" Mgr. Richard B. McHugh presided.

Communities Plan To Honor Merchantmen

WASHINGTON—Governors are pledging wholehearted support to an appeal by Admiral Emory S. Land, War Shipping Administrator, to give merchant seamen a place of equality with other members of the armed forces on town and community honor rolls.

Admiral Land made his appeal in personal letters to Governors of the 48 States and to Governor Generals of United States Territories and Possessions as a result of a flood of letters from families and friends of merchant seamen who said that in many communities they were not counted among the Nation's war heroes. Land pointed out that Congress has officially recognized the outstanding services of these men by providing medals for distinguished service and other honor awards. He also called attention to a declaration by President Roosevelt that the work of our merchant seamen is just as vital to our ultimate victory as that of the men in the armed forces. That their's is a most dangerous job, Admiral Land declared, is attested by the grim toll of their lost and injured.

DUTCH SEAMEN'S UNION OPENS NEW WEST COAST OFFICE

Following a tour of the West Coast, Peter J. Vandenberg, secretary of the American section of the Dutch Central Transport Workers' Federation, has reported that the union's new office in San Francisco is speeding up shipping and furnishing necessary manpower to merchant ships sailing under the Dutch flag.

The Dutch union is an affiliate of the International Transport Workers' Federation.

Growing Netherlands shipping activities in the Pacific necessitated the establishment of new quarters, Vandenberg said.

The Netherlands labor official also said that the training school for able-bodied seamen conducted by the SUP has met with considerable success in San Francisco.

SIU Prisoner Of War Receives Our Correspondence

Brother John Monteverde is someplace in Nazi Germany, a prisoner of war. His ship was torpedoed last year and he was fished out of the water by the Germans and taken to the land of "Supermen." Several months ago he wrote to the union demanding to know some details concerning overtime in our agreements. The prison camp didn't stop him from thinking of union problems and conditions.

John Hawk sent him a reply, giving what details were possible under the circumstances, and this week a second letter came from Monteverde. Here it is:

Dear Brother Hawk:

Received your letter today and was glad to hear from you. All of us here are Americans and seem to be enjoying good health and are sure we won't be here much longer. We were also glad to hear that everything is going good back there in regard to our agreements. I am personally glad to know that you are keeping my records up to date so that I can square away after the war.

All members here join me in wishing everyone lots of luck. Well, this is about all I can think of now so I'll close. Hoping to hear from you as often as possible, I remain,

John Monteverde,
Prisoner of War No. 2998
P.S. Best regards to Charlie Waid if you see him.

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.

Limit Union Maintenance

WASHINGTON, Sept. 22. — A maintenance of union membership provision ordered by the National War Labor Board is effective only for the duration of a union contract and, if ordered renewed by the board must contain a 15-day "escape" clause, under present WLB policy, according to an opinion by William E. Simkin, chairman of the WLB Shipbuilding Commission, in the first case before the National Board or the Shipbuilding Commission in which the issue was raised.

The commission, in an order released Monday, granted the request of the Federal Shipbuilding & Drydock Co. that provisions be made in the contract with the Industrial Union of Marine and Shipbuilding Workers (CIO) for a 15-day period in which members of the union may resign if they do not wish to remain in the union for duration of the contract.

Labor members of the commission dissented. The union had requested that a union shop clause be substituted for the maintenance of membership provision.



- B. B. Parson
- Gilbert T. Arnett
- L. W. Beeby—No. 3167
- E. J. Noonan—TC 1232
- James Reaves—No. 22963
- Joe H. Boyle
- I. Rodriguez—TC 149

Keep In Touch With Your Local Draft Board.

ATLANTIC AND GULF SHIPPING FOR WEEK OF SEPTEMBER 20th TO 25th				
	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	340	272	291	903
REGISTERED	265	200	190	655

Keep In Touch With Your Local Draft Board.