



Washington Boards Attempt Underhand Chisel Of S. I. U. Wages And Security

WSA Stodge Suddenly Opens Bull & Alcoa Union Contract

The War Shipping Administration is sticking its long nose into bargaining contracts held by the SIU which were signed, sealed and delivered long before the WSA became operator of the merchant fleet and before wage levels were subject to review by the War Labor Board.

On January 6 the SIU received a copy of a letter Hubert Wyckoff had sent to the War Labor Board concerning the contracts between this union and the Alcoa and Bull lines. Mr. Wyckoff, who holds the title of Director of Division of Maritime Labor Relations, WSA, suggested to the War Labor Board that it "consider" the SIU contracts with Bull and Alcoa dated July 6, 1942. The implication of Wyckoff's letter was that wage increases were contained in the contracts which might not be legal under the WLB wage-freezing policy.

A Fast One?

Mr. Wyckoff seems to be engaged in some sort of a slick maneuver, though we are not just certain what it is. We do, however,

(Continued on Page 4)

THANKS FROM FORT STANTON

The members of the SIU and SUP on the Atlantic Coast sent a Christmas present of \$155 to the Brothers in the hospital at Ft. Stanton. The following letter of thanks was received.

"Received your very nice letter dated Dec. 30th, accompanied by the two checks No. 616437, 616438, in the amount of \$155 (one hundred and fifty-five dollars).

"There isn't a shadow of doubt as to the appreciation offered by me and the remainder of the S.U.P.-S.I.U. men, to those that so generously responded to my appeal.

"We profoundly thank you and all those men that so willingly donated. If it didn't get here in time for Xmas, it did for New Year. I knew my appeal would not fall on deaf ears and as food restrictions are getting tighter here, the money came in very useful in the way of extras and was equally divided among the following members:

- John J. Ennis, 1412
- Edward Reville, 2361
- H. Carlson, 3074
- J. H. Gleason, 49
- John Dooley, 1931
- S. Shakes, 4833
- W. D. Johnson, 3590."

Ship Losses Decline After 1 Year of Sub War

WASHINGTON—A year ago this Jan. 14 a Nazi U-boat maneuvered 100 miles off New York harbor to torpedo the first United Nations vessel in American waters. She was the *Norness*, a 9,577-ton tanker under Panamanian registry.

The anniversary prompts a look at the record of the submarine war.

Since the beginning of the war, the Navy has announced the sinking of 504 United Nations merchant vessels (up to January 11). Among these were 262 United States ships.

Other reports — of unidentified United Nations sinkings in the Caribbean and elsewhere — bring the total up to 587 as of the same date.

(Continued on Page 4)

Bulletin

WASHINGTON, Jan. 16 — The Maritime War Emergency Board held public hearing today on its proposal to eliminate all port and area bonuses unless the port or area is under actual attack.

Captain Edward Macauley, chairman of the board, was asked by the SIU Washington Representative, Matthew Dushane, if any employers was disputing the payment of the bonuses and had asked the board to intervene. When Macauley admitted that no dispute on the subject had been reported to the board, he was reminded that under those conditions the board had no authority to intervene and alter the bonus rates.

The MWEB was established to arbitrate all DISPUTES between the unions and operators over the question of bonus. In the present case the MWEB is attempting to create a dispute where none existed.

One member of the board said that in his opinion the seamen were getting too much money. Union representatives point out the fact that seamen's wages fall short of many shoreside wages where the men are not even subjected to bombings and torpedoings and slow starvation in a life boat.

The MWEB found all maritime labor firmly resolved to fight any move to deprive them of earned bonuses. The board adjourned without handing down any final decision.

M.W.E.B. Moves Illegally To Scuttle Established Bonuses

The Maritime War Emergency Board has announced its intention to hand down a decision which is a direct blow at the very existence of the maritime trade unions and undermines the safeguards given labor under the State of Principles signed between the War Shipping Administration and the SIU-SUP in December 1941. The Board's proposed ruling would eliminate the payment of area bonuses, except when seamen are under actual attack, and would thus remove the basis for the payment of port bonuses which are provided for in the bargaining contracts between the operators and the union—such contracts having been entered into before the creation of the board and guaranteed by the government for the duration of the war.

Tax Exemptions Are Explained For Seamen

The SIU has conferred with the Internal Revenue Department regarding the exemption from income tax payments for seamen who have spent the majority of 1942 in foreign waters and ports.

Here is the score. Any seaman who has spent six calendar months out of the year in foreign waters is exempt from income tax payment. The six months do not have to be consecutive, they may consist of any six scattered throughout the year. However, parts of months cannot be added together to constitute a full month.

If your tax collector disputes this point, ask him to turn to the following directive and read it for himself:

(Continued on Page 4)

Illegal Function

This latest move is an outrageous perversion of the entire function for which the MWEB was created. The MWEB was created as an arbitration body whose function it was to aid the operators and unions in settling disputes on bonus payments. That was the beginning and the end of the authority given the Board at the time of its creation.

Here is part of the letter announcing the impending new decision—it is dated Jan. 2, 1943: "After an investigation of the operation of the provisions of attachment No. 2 of Decision No. 7, revised, the Board has determined that the present system of port bonus does not provide a just and accurate port bonus based on the risk involved. The board has, therefore, determined that a revision is necessary."

Profit Motive

Already making record profits out of this war, the shipowners and government boards launch a double pronged drive to get even greater profits. One drive is aimed at Congress and designed to win inflated payments from the government for the bottoms taken over by the War Shipping Administration; the other drive is at the seamen and would chisel the few dollars due men who sweat and bleed, and often die in carrying cargoes to the hell holes of the world.

Now let us see what the board is contemplating as a "fair and accurate port bonus based upon the risk involved." Here it is:

(Continued on Page 4)

Hawk Protests M. W. E. B. Move To Eliminate Area Bonuses

January 12, 1943

Maritime War Emergency Board
Edward Macauley, Chairman
John R. Steelman
Frank P. Graham
Department of Commerce Bldg.
Washington, D. C.

Gentlemen:

The membership of the Atlantic and Gulf District of the Seafarers International Union of North America has gone on record to strenuously oppose the Maritime War Emergency Board's proposed Amendment No. 9 to Decision No. 7, Revised.

Pursuant to paragraph two (2) on page two (2) of the Statement of Principles "Whenever any difference shall arise between any steamship operator and any union representing its employees with re-

gard to any question relating to war risk compensation or war risk insurance of personnel of the vessels of such steamship operator and such question shall not be settled through the ordinary procedure of collective bargaining between such steamship operator and its employees, such question shall be referred to the Board by such steamship operator or such union by giving written notice to the Board and to the other party of the intention of the party giving such notice to refer such question to the Board. Such notice shall specify the question to be referred to the Board," and paragraph three (3) on the front page of the Statement of Principles, the Board is overstepping the power granted them by the signatories thereto.

Port bonuses originated primarily as a result of a mutual agree-

ment between the Sailors' Union of the Pacific and the Pacific Coast steamship operators in May of 1941. Shortly thereafter port bonuses were mutually established in contracts between East Coast Unions and East Coast Steamship Operators.

In September 1941 the Atlantic and Gulf District of the Seafarers International Union of North America followed by the Sailors' Union of the Pacific called a strike for an increase in the war bonus, extend bonus areas and to include the Caribbean Sea. Because of the expensive National Defense Program at that time and also appeals from the Secretary of Labor and the Chairman of National Defense Mediation Board, the Union released the ships and the dispute was

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**FUGATIVE FROM
 MUTTON STEW
 WRITES BIGGS**

Cape Town, South Africa
 October 1st, 1942

My Dear Biggs:

When I return from Africa, I am going to publish a new book called, "Why sailors prefer the shipyards" or "Don't bite the hand if you can get better."

In my 20 odd years at Sea, I have sailed many foul feeding ships but this one truly represents the most pronounced manifestation of mass hunger on which I've ever had the pleasure of starving.

Our cooks can prepare only two dishes—one is mutton stew and the other one ain't. We all prefer the one that ain't because we have eaten mutton until all hands smell like British subjects. Only today one of our messboys passed away at the dinner table—knife and fork in hand, and we all thought he was the victim of a heart attack. But the doctor declared the poor man died of Galloping malnutrition.

Hunger has reached the acute stage when one man will eat another, but I believe most anyone on here would relish a barbecued oiler or a nice fat suckling Cadet, baked with a red apple in it's month.

The African authorities have denied us shore leave until the sailors promise to quit eating the cannibals. In Cape Town last week, Bill McQuiston brought a big stevedore into the mess room and when asked why, replied, "I brought him in to eat." Irish Kennedy suggested, "Let's eat him in the shaft alley so we won't have to share him with the gun crew."

Frequently I dream of the time in the last war, when my ship was torpedoed and 11 of us spent 127 days in an open boat. We subsisted the final two months on raw fish, rope yarn and storm oil. For a special treat on Sundays, the good old Captain allowed us to lick the Albany grease off the shackle pins. My, my, them was the days.

Biggs, if this ship is an example of the way we are to be fed for the duration, I would suggest you put up a sign by the Dispatcher's Cage reading as follows:

**BE CAREFUL IN CHOOSING
 YOUR SHIPMATES MEN, YOU
 MAY HAVE TO EAT 'EM.**

Love—Goon

**PROVIDE LIBRARIES
 FOR SHIPS' CREWS**

American merchant marine vessels are to be provided with portable libraries filled with books and magazines for the use of officers and crews on ships operated by the War Shipping Administration.

Arrangements were made by J. E. Cushing, assistant deputy administrator for ship operations, with the Merchant Marine Library Association which will deliver to WSA yessels the small libraries containing at least 40 books of current literature suitable for use in the reading room aboard.

They are contained in cases especially constructed for display and can be transferred from one vessel to another, thus keeping a fresh supply of books and magazines in circulation.

REPORT FROM

Washington

By Matthew Dushane

Maritime War Emergency Board:

On a letter dated January 2, 1943, the MWEB has invited all the signatories of the statement of principles to attend a meeting that will be held in Washington, D. C., on January 14, 1943. This letter is rather interesting so I will quote part of it.

"AFTER AN INVESTIGATION OF THE OPERATION OF ATTACHMENT NO. 2 OF DECISION NO. 7, REVISED. THE BOARD HAS DETERMINED THAT THE PRESENT SYSTEM OF PORT BONUS DOES NOT PROVIDE A JUST AND ACCURATE PORT BONUS BASED ON THE RISK INVOLVED. THE BOARD HAS, THEREFORE, DETERMINED THAT A REVISION IS NECESSARY."

Now let us see what the board is contemplating is a fair and accurate port bonus based on the risk involved.

"A PORT BONUS OF \$125.00 SHALL BE PAID TO EACH SEAMAN FOR EACH PORT OR ANCHORAGE WHEREVER SITUATED THAT EXPERIENCES AN ENEMY ATTACK DURING A CALL AT SUCH PORT OR ANCHORAGES. NO OTHER BONUSSES SHALL BE PAYABLE."

The Board under this proposed decision will eliminate all port and area bonuses that we have negotiated with the employers and under the decision of the National Defense Mediation Board prior to the establishing of the Maritime War Emergency Board. This is what they feel is a fair and just decision.

Let's check on the statement of principles and see where they get the authority if they have any authority to change any agreements that were negotiated prior to the establishment of the M.W.E.B.

QUOTE FROM 3 STATEMENT OF PRINCIPLES.

"THE UTILIZATION OF COLLECTIVE BARGAINING WILL IN NO INSTANCE BE IMPAIRED OR RESTRICTED BY REASON OF ANY ACTION TAKEN AT THIS CONFERENCE. IT IS UNDERSTOOD AND AGREED THAT ALL RIGHTS GUARANTEED TO LABOR AND INDUSTRY WILL RESPECT TO COLLECTIVE BARGAINING WILL BE RETAINED AND ALL AGREEMENTS WILL IN NO WAY BE VIOLATED."

It can plainly be seen by the above that all agreements that were negotiated by the unions and the employers are not to be violated by the Board, and the Unions and the employers did negotiate an agreement prior to the Board being set up where by port and area bonuses shall be paid.

The Board in assuming that they can rule that port and area bonuses are not to be paid unless the port or area is under enemy attack is out of order and entirely out of the Board's jurisdiction. The only way that they can adopt this ruling is to make null and void the Statement of Principles, perhaps that is the intent of this proposed decision.

Under 4 of the Statement of Principles, it is agreed that the Board shall settle disputes with the employer and the Unions when they cannot agree, our dispute is not where there are bonuses at present established, it lies with the fact that in some ports and areas there are no bonuses being paid, and I contend that the Board has no power to take away any bonuses that we are at present getting, but in the dispute that we have with the employer where there are no bonuses being paid they have the power of settling this problem only.

Draft Case:

E. R. Gottsch A.B., going to sea 14 years was ordered inducted into the army. Case was referred to the proper authorities and the Board was notified to reconsider his case.

Victory Tax:

Internal Revenue Commissioner Guy T. Helvering has ruled that the 5 per cent Victory Tax must be assessed against seamen's wages paid on or after January 1st, 1943. Helvering held that the services of seamen on American Vessels which touch American ports are "performed within the United States."

Casa Blanca:

The board has ruled that a port bonus is payable for Casa Blanca. This bonus is retroactive to the day that hostilities started there. I will send copies of the decision to all the respective headquarters as soon as they are mimeographed by the MWEB.

Selective Service:

Still getting plenty of complaints from some of our agents regarding local draft boards trying to induct active seamen. Wire your cases in so that we can put a stop to some of these local boards. Send in all the facts in the case. At present I am working on a standard form to send to all the agents for them to fill out when they have a case.

In Memoriam

- BASEL, MIKE AB
- BETANCOURT, PRIMO Watertender
- BOCCEDORA, CARLO Wiper
- BORGMAN, UBERT Wiper
- CHRISTENSON, SOREN AB
- COX, DONALD Fireman
- DAWSON, EUGENE OS
- DIXON, ROY Oiler
- DUERSEL, HERBERT Watertender
- DUFFY, JOSEPH Messman
- ELIASSEN, ARVID Oiler
- FLYNN, JOSEPH AB
- FUHRMAN, BYRON Fireman
- GILL, ODUS Wiper
- GURRY, JAMES Oiler
- HARRISON, MOODY AB
- KLEINSMITH, RONALD Fireman
- LINDSEY, HENRY AB
- LISKOYS, VICTOR F. AB
- LIVINGSTON, ALEXANDER AB
- MacDONALD, MARK Oiler
- MALONE, THOMAS Watertender
- McDONALD, ALBERT Messman
- MERRYFIELD, WILLIAM Watertender
- MESSICK, WILLIAM Messman
- MIXON, JERRY 2nd Cook
- MUNEZ, ERASMO Messman
- O'BRIEN, EDWARD OS
- PALMER, FRANK AB
- PENTZ, THEODORE VON Deck Eng.
- POLOMS, RICHARD Oiler
- RHODES, CECIL AB
- RIVERA, JUAN Cook
- SELF, B. R. PRESTON Bosun
- SMITH, MATTHEW Watertender
- SOUSA, MANUEL Steward
- STYPCZYNSKI, ARTHUR AB
- SUTHERLAND, MELVIN Cook

**ATLANTIC AND GULF SHIPPING FOR
 DEC. 28 TO JAN. 9, INCLUSIVE**

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	301	267	200	768
REGISTERED	319	205	180	704
ON HAND	364	218	172	754

WHAT'S DOING

Around the Ports

TAMPA

For the past few weeks there have been any number of beefs about steamship companies refusing to pay transportation money to those men that wanted to quit their ships after signing off the articles in a port other than the one that they have signed on.

This is another underhanded attack against organized seaman which if allowed to continue, will do much to undermine our Union. The companies in cahoots with the W.S.A. say that, in affect, if a man signs on articles that are dated for 12 months, then he must stay on that ship for that time. This practice has, up to date, not been attempted, however, that would seem to be their next step.

In Mobile last week, there was a transportation beef with a South Atlantic S.S. Co. ship. This outfit has refused to pay transportation money to the crew to North of Hatteras where they signed on. They have also enlisted the Coast Guard in their phony contention. The Coast Guard has issued a statement saying that inasmuch as the crew have signed on for a period of 12 months, they were not entitled to any transportation money.

It then stands to reason that if the operators get away with this phony move then they will try to keep those men that wanted to quit from paying off. Even if they have completed a round trip. This will be, in affect, a freezing to the job policy, which the union and the membership has gone on record to fight. It also will tend to keep him out of touch with his union hall and thereby keep him from knowing what is going on. And another thing, if the seaman are frozen to their job, then there will be no turnover of jobs for the S.I.U. So you can see why we have to fight this policy with all the vigor at our command.

I have noticed that the membership in New York went on record not to sign on ships that do not have their articles dated to terminate after each foreign voyage. If each crew will adhere strictly to policy, then I feel sure that we can do away with the operators attempt to regiment the seaman.

Another business that I would like to bring to light, is this policy of some of the companies in saying that they cannot get the food to put aboard the ships. They give the excuse that there is a war on and that there is a shortage of some foods. Well, who the HELL is fighting this war? The seamen have been sent out to sea without convoys and without guns. Gotten torpedoed, received no assistance, no recognition, messed around by the very company that they were working for, and then still went back out to sea for some more of the same.

Then some damn office clerk comes to them and tells them that there is a war on and that because of that reason they cannot obtain food to supply to the men that have given over six thousand of

our union brothers to the cause of Victory.

Fraternally
JOE SALTIS

GALVESTON

This is an open letter to the "emancipator of the seamen" Joe Curran:

Dear Joe:

You will pardon, I hope, the presumption which allows me to write thusly after a silence of so many months. By this time I have learned to what extent some of the people will go to get control of the seamen and to benefit from the publicity.

The fates have been kind to the men of the SUP and SIU. In a war where any semblance of pleasure is hard to find, our membership have been furnished much amusement by watching you, and then looking at what we have in our own organization.

Our two unions are not run by any can shaking faction. And Joe, when you made your speech of how you saved the seamen, the speech you made before the Propeller Club, well the Lykes Bros. gave your speech three pages in their employees magazine. I'm wondering Joe, just which side of the fence you are on.

Many of my friends are now dead. They died with a nonchalance which they would have denied was courage. They would have shunned the fanfare and publicity which you continually seek over their dead bodies. These men "delivered the goods" when you were shouting that the "Yanks are not coming" and they continue to deliver the goods while you shout, "We Keep 'em Sailing" from your swivil chair.

Do you remember what happened to the seamen after the last war? And where they stayed until 1934? My suggestion to you is to get in there and pitch for your membership and stop playing the shipowners game. And once again, Joe, don't try to muscle in on something that doesn't belong to you, or the union which you represent.

In closing I see that you claim to represent 85% of the seamen on the West Coast. The facts, as you know, are that you don't represent 10% of the men. Your exaggerations don't help a lost cause one damn bit—and you should know that by now.

I also notice you have been doing some fast financial juggling. Your dues are going up four bits a month in order to pay for all that real estate you purchased. Our dues continue at \$2 but we put it into benefits for the members—not in fancy buildings. We pay \$2 per week hospital benefits to the boys in the hospital and we fight like hell for wages and conditions—not for publicity and glory.

What this all adds up to, in my opinion, is the fact that you can't play both ends towards the middle. Not without your membership suffering.

E. R. WALLACE, Agent

NEW ORLEANS

Since the war started the members of the U. S. Merchant Marine have faced all Hitler, Hiroitio and Mussolini could dish out and have gone back for more, but now they face a dread more dreadful than all three combined could dish out. That, my friends, is the "Internal Revenue," on the day they pay off. Since the 5% Victory Tax has gone into effect the Seamen have taken a worse licking than anyone else. According to the law any money paid a person in 1943 is taxable as 1943 income although it is earned in 1942. The seamen who have fought off the dive bombers on the way to Russia, the seamen who took part in the allied invasion of Africa, and any other seamen coming in in 1943 will be faced with taxation on the money they earned out there in 1942. The people of the U.S.A. (and that includes the ones that made and passed such a phoney law) depend a great deal on the work of the men of the Merchant Marine, and especially the great job they are doing out there. They had no chance to get their pay on December 31st, 1942 so as to avoid paying the tax on 1942 income. Due

WELL LOOK WHO'S ASKING!

Harry Bridges, that super-militant leader out on the West Coast, now has his hat in his hand and a fawning grin on his long face. Harry wants a wage boost for his longshoremen. And how does he go about it? By militant union action? By strikes? Or even by direct negotiation with the shipowners?

Harry Bridges does none of these, rather does he meekly appear before the War Labor Board and complain that his men receive less than the East Coast longshoremen! He thinks the government should correct the situation.

This is a fine kettle of fish. Here the East Coast longshoremen have been struggling along all these years without the benefit of Bridges' leadership—and yet they wind up with more in the pay envelope than the West Coast men! (It ain't right.)

Here's how the two scales compare:

	ILA (East Coast)	ILWU (West Coast)
Regular Hourly rate:	\$1.25	1.10
Overtime rate:	1.87½	1.65

The East Coast men recently received a 5c wage boost on the regular hourly scale and a 7½c overtime boost. Far from calling upon the government to aid it, the ILA resisted all efforts of the War Labor Board to enter the case and won the increases through direct negotiations with the operators.

On October 16 Harry Bridges made a speech to the California State CIO Convention at which he said, "We've got a lot of our unions still thinking they can make gains by getting wage increases of so much per hour, or per day, and they are fooling themselves if they only think in terms of dollars and cents."

He then went on to explain that they should think in terms of a "Second front in Europe," "Keep 'em Sailing," etc., etc.

Maybe. But even if Harry doesn't pay much attention to the question of wage increases, we can be sure his membership does. Otherwise he wouldn't now be coming to the government and whining about the difference in scale between the two coasts.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICAN ATLANTIC and GULF DISTRICT

Secretary-Treasurer's Office

ROOM 213—2 STONE STREET, NEW YORK CITY
P. O. Box 25, Station P. Phone: BOWling Green 9-8346

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to strict censorship and very little mail or information going out of the country they had no idea they would be so unjustly taxed.

So as it stands now the U. S. Merchant Seamen are not only faced with the perils of the Sea, Hitler, Hiroitio and Mussolini, but they are also faced with the dread of the Internal Revenue Collector when they come in and pay off.

What the Seamen would like to know is, will the seamen that are now in Russia, Africa and any other ports in foreign lands and have been there quite some time, be faced with the same unjust taxation when they get back?

What we would also like to know is what are all the Senators, Congressmen, etc., that boasted so much of the great work being done by the 'Unsung Heroes doing about this unjust, and speaking as a Seamen, 'Phoney Law'?

No seamen objects to paying the 5% tax, but sure object to paying it on 1942 income, when none of our law makers (that are sitting at home with nice square meals, and a swell fireplace to sit in front of) have to pay it, due to the rude interpretation of the law by the Treasury Department.

C. J. STEPHENS, Agent

DRAFT NOTICES

The following men have been delinquent in reporting to their local draft boards. They should clear up this matter at once, otherwise they may find themselves in the army.

- JOHN MARKOVIC
- HAROLD TATTLE
- JOSEPH WHALEN
- JOSEPH DAMES
- JOHN CIELETON
- RICHARD BARBEE
- GARLAND BONNEY

SAVANNAH

Shipping around this port has been very good lately. Have had a new ship coming out just about every week that has passed since December. Have shipped just about everything I can get my hands on around here and am still looking for men. Will have two new ships for South Atlantic Line coming out, one on January 28th and one on February 26th and will be needing men with ratings in all departments for them. Will more than likely be able to use any of the boys who want to ship out if they will come down around that time.

Steady as she goes

CHARLES WAID, Agent

MISSING PAPERS

The following men have passports, identification papers, discharges, etc., in the Philadelphia hall. Write for them at once.

- MEARLE WYCOFF
- FRANK McCALLEN
- JAMES RYAN
- ALEX SLEDGE
- HAROLD WOOD
- WOODROW WOLFORD
- GEORGE MACK
- ARTHUR ANDREW
- JOHN SRYBEHUK
- CHARLES SPAULDING

MONEY DUE

Crews of the Alcoa Leader and Alcoa Master may now collect their Casa Blanca bonus by calling at 17 Battery Place, New York City

Black gang of the S. S. Delmarf can collect overtime money by applying to Mississippi Line office, 17 Battery Place, New York City.

Steward's department of Alcoa Pathfinder and Alcoa Cutter have overtime coming. Collect at 17 Battery Place, New York City.

Linen money is due crew of Alcoa Trader.

PERSONALS

CHARLES H. DELMONACO See the Secretary-Treasurer the next time you are in New York.

RICHARD O'CONNOR See the Secretary-Treasurer the next time you are in New York.

IN MEMORY OF

Kenneth J. Huck

A. B.

1905 - 1942

Died of Diphtheria San Jaun Hospital, Dec. 8, 1942

Hawk Protests M. W. E. B. Move To Eliminate Area Bonuses

referred to the National Defense Mediation Board to be known as Case 80.

Increases Won

The National Defense Mediation Board not only approved the methods used to measure the war risk port bonus, but they did not think it adequate. The union agreements with the shipowners called for a flat \$75.00 bonus for the port of Suez, regardless of how long the ship laid there. The National Defense Mediation Board ruled in their decision Case 80, paragraph one page three (3), "For the port of Suez or any other port which is subject to regular bombing, \$100.00 plus \$5.00 a day for each day beyond five days that the vessel is in port." In the same decision the National Defense Mediation Board respected the unions collective bargaining contracts on page five (5) paragraph ten (10), "Nothing in these recommendations shall be interpreted so as to reduce benefits now existing under collect bargaining contracts, except as herein modified existing contracts and arrangements shall continue."

The shipowners were pleased with the National Defense Mediation Board decision Case 80, and immediately signed same. The Maritime Commission expressed approval of it, and the unions accepted it.

Chisel Begins

The Maritime War Emergency Board took away the original port bonuses that were embodied in the unions contracts, and substituted in their place what is now known

as area bonuses. Although the unions realized that this was a substantial modification of their union contracts and of the National Defense Mediation Board decision Case 80; in the interest of peace and harmony in the industry and for the furtherance of the successful prosecution of the war effort, the unions accepted the area bonuses without protest.

The American Merchant Seamen have been highly commended recently by the President of the United States and numerous other high government officials, including Admiral E. S. Land and the Chairman of the National Defense Mediation Board, Captain E. R. Macauley for the splendid job that they are now doing unflinchingly in this total all out war effort. The morale of the Merchant Seamen at this time is very high and this attempt to abolish the now existing area bonuses certainly will not help in maintaining this high morale.

Withdrawal Demanded

In conclusion the Seafarers International Union of North America in behalf of all American Merchant Seamen respectfully request that the Board withdraw their proposed Amendment No. 9 to Decision No. 7, Revised, and we further request that the Board render a decision which will be retroactive to November 7, 1942, providing for an area bonus of \$125.00 for the area of North Africa on the Atlantic Coast.

Very truly yours,
JOHN HAWK, Sec.-Treas.
Seafarers International
Union of N. A.
Atlantic & Gulf District

Ship Losses Decline After 1 Year of Sub War

(Continued from Page 1)

The first ship flying the American flag known to have gone down in American waters was the tanker Allan Jackson. A submarine got her on January 20, 1942, off the North Carolina coast. She went down blazing and twenty-two of her thirty-five-man crew were lost. The S.I.U. has lost 579 men on 84 contracted ships sunk by the Nazis.

Although Axis submarines still take heavy toll, they have pretty well been forced away from our shores in the year since the Nor-ness rocked under the impact of Nazi torpedoes.

Sinkings at first were heaviest off our Northern Atlantic Coast. Then the heavy toll moved southward as we got more forces afloat against them. The Navy says the big toll now is off the South American bulge and in the general vicinity of the Cape of Good Hope.

Tax Exemptions Are Explained

(Continued from Page 1)

Internal Revenue Cumulative Bulletin 1940-1 CB
General Counsel Memorandum No. 22065 Page 100

The SIU has also been attempting to clear up the confusion surrounding the new "Victory Tax" which is automatically deducted from the pay by the shipowner. Shipowners have been deducting it from whole trips in 1942 if the payoff came in 1943. The SIU has protested this to Washington and a clarification should be handed down by the end of the month.

TELEGRAM

John Hawk, Sec.-Treas.
Seafarers International Union
Of North America
Room 213, 2 Stone Street
New York, N. Y.

Southern Conference of American Federation of Labor held in Atlanta, Georgia, attended by five thousand officials and delegates went on record to send wires of protest to Southern Senators and administrators of the Victory Tax, protesting the methods now being used in deducting the Victory Tax from the American Seamen wages which was earned in nineteen-forty-two, also to refund all moneys taken out of the seamen wages that was paid off in January nineteen-forty-three.

M. D. BIGGS

S. S. Louise

All officers and unlicensed crew members who made the last voyage aboard the S. S. Louise, should contact Sol C. Berenholtz, 312 Equitable Bldg., Baltimore. The case trial is set for February 1.

M.W.E.B. Moves Illegally To Scuttle Established Bonuses

(Continued from Page 1)
The "Fair" Plan

"A port bonus of \$125.00 shall be paid to each seaman for each port or anchorage, where ever situated, that experiences an enemy attack during a call at such port or anchorages. No other bonuses shall be payable."

This all brings sharply to question the entire role of the various maritime boards functioning in Washington. In the past year there has been a veritable plague of them. The seamen have always been suspicious of these government agencies for they have been largely sponsored and packed by the shipowners. The majority of these boards have not been the impartial governmental agencies they posed to be—but rather the profit-lusting shipowner moved from the waterfront to Washington.

Shipowners' Role

The seamen have had enough experiences with the Maritime Commission and the War Shipping Administration to know just who

calls the turns there. But now the Maritime War Emergency Board is apparently being used in an effort to break union conditions. While the decision has not been formally handed down, but only formulated for action, all seamen will carefully watch the public hearing being held and the votes cast by the three Board members—Dr. John R. Steelman, Frank P. Graham and Edward Macauley.

Past Guarantee

Here is what the Statement of Principles says: "It is understood and agreed that all rights guaranteed to labor and industry with respect to collective bargaining will be retained and all agreements will in no way be violated."

If the MWEB persists in sabotaging those portions of the union conditions which established the basis for port bonuses, let Steelman, Graham and Macauley answer to the seamen and explain a twisted logic which can at once solemnly guarantee a right, and in the next breath violate it.

WSA Stodge Suddenly Opens Bull & Alcoa Union Contract

(Continued from Page 1)
know the following facts:

1. The contracts with Bull and Alcoa were concluded in good faith by the SIU, and signed by all parties.
2. The wage clause in the contract signed July 6, 1942 contained no increase over the 1940 contract plus the addendum.
3. The War Labor Board has no authority to knock out wage increases won by labor in 1940.

Knowing these facts, one naturally wonders about Mr. Wyckoff's move in submitting the contracts to the WLB for "consideration."

Who Was Consulted?

One would think that before taking such a step as this Mr. Wyckoff would have consulted with the union and with the operators. He did neither! Labor relations between the SIU and Bull and Alcoa have been stable and

this maneuver comes as a great surprise to all parties.

Some people might conclude from all this that Mr. Wyckoff is a knuckle-head and doesn't know the score. As for us, we doubt that Wyckoff is so thick between the ears that he would pull something like this without some very definite motive.

Who did Wyckoff consult with if not with the SIU or the operators involved?

Who would be interested in disrupting labor relations between the SIU and its contracted operators?

Who would be anxious to chisel SIU wages and conditions down to the level of other east coast unions?

We think that the answers to these questions are not too difficult to find. But before we make the answers, we intend to do a little investigating in New York and Washington.

Out of the Focs'l

by
J. I.

Navy records, as well as those of the S.I.U., show that 579 members of the Atlantic and Gulf District have lost their lives due to enemy action. 84 contracted ships fully manned by the SIU have been sunk.

△ △ △

The one unfortunate incident of the war was the loss of three ships and the entire crews. The Bull and Waterman ships had lost the greatest total of men 135, and 134 respectively. The South Atlantic Line has lost neither men nor ships. The Delta Line runs a close second, having lost only 3 men since the start of the war.

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Phil Acree recently informed us that he has been torpedoed five times. That is the record for the SIU, as far as this war is concerned. Jules Sousa after spending 34 days in a lifeboat, had to recuperate in a hospital for 6 months, and had to grab a ship in a hurry as the Draft Board was after him. It is rumored that Doug Muncaster, will have to enter the Army in spite of making two trips, and exerting every effort to stay out of the Service. Bill Messick who had been on the beach for 5 months shipped out recently and was lost with all his shipmates on his recent trip. Bill was a great guy and a good Union man and we regret his loss.

△ △ △

"Whether alone or in a crowd,
Never write or say aloud,
What you're loading, when you hail
Where you're bound for, when you sail."

Seafarers' Log-

HONOR ROLL

CREW S. S. JAMES CALDWELL	\$34.91
CREW OF S. S. DELMAR	19.50
CREW OF S. S. FRANCIS MARION	19.20
CREW S. S. ABRAHAM BALDWIN	17.50
CREW S. S. ROBIN DONCASTER	17.00
CREW S. S. ROBIN TUXFORD	14.00
CREW OF S. S. BENJ. CHEW	14.00
CREW S. S. ROBIN SHERWOOD	12.00
EASTERN RESTAURANT	10.00
CREW S. S. ALCOA MASTER	7.00
LARRY DAHL	5.00
L. FUNK	2.00
W. E. MIXON	2.00
M. RUTHERFORD	2.00
J. STANKOWITZ	2.00
KENNETH CLARY	1.00

TOTAL \$189.11