

SUB-STANDARD WAGES CHARGED TO N.E.S.S. LINE

The dispute between the New England Steamship Company and the Seafarers International Union was submitted to an arbitrator appointed by the War Labor Board last week. Mr. Robert S. Coit is the WLB man who heard the case.

The SIU position was presented by Secretary-Treasurer John Hawk, assisted by Boston Agent John Mogan. The Union is presenting a four point demand: 1. Increase in monthly scale of wages for all unlicensed ratings of \$40; 2. Overtime increase of all ratings of 10 cents per hour; 3. Increase in hourly pay for all ratings to \$1 per hour; 4. Contract heading Deck Department Section 2, to read, "Eight hours shall constitute a day's work. Any work performed in excess of eight hours, from midnight to midnight, shall be paid for at the regular overtime rate. Second mates, Boatswains and deck hands shall work eight consecutive hours per day; quartermasters based on the three watch system." 5. These increases shall be retroactive to the date of the expiration of the old agreement.

The New England Steamship Company is strictly an inland water outfit and the union's case is built upon the inequality of wages paid by New England in comparison with other inland water operators.

Indisputable evidence of this inequality was submitted to Mr. Coit who now has the case under advisement.

GRAVY!

The shipowners are preparing to descend upon Washington and lap up some of the gravy being passed out by Congress in the form of war contracts. Their hand was tipped by Drew Pearson, syndicated columnist who appears regularly in the N. Y. Daily Mirror.

On Dec. 17 Pearson wrote the following:

"Washington hotels are getting reservations from the ship lobbyists, who are preparing for one of the first big fights of the new Congress. It will be a raid on the tax-till by the shipowner—with cheers from the Maritime Commission—in order to get a higher price for the ships seized by the government.

"... the law provides that a shipowner shall be paid a fair price, but in no case shall the value of the ship be enhanced by the war ... Despite this, the Maritime Commission already has paid prices which the Comptroller General's office considers exorbitant. Ships whose pre-war price per ton ranged from \$16.59 to \$69.14 have been purchased by the Maritime Commission for over \$100 per ton within the past nine months."

Pearson then explains that the shipowners now want a law passed which would boost their take to even higher levels. They claim that "the market was depressed" when they lost their ships to the government. He concludes with:

"That is why the powerful ship lobby, one of the smoothest in Washington, already is polishing up the cock-tail shakers and preparing to beguile the new Congress into passing around the gravy bowl."

WSA Pledges Observance Of Contracts And Hiring Hall

The SIU has received from the New York office of the Recruitment and Manning Organization of the WSA, a pledge of cooperation and respect for the bargaining contracts and hiring hall established by the union. In turn, the SIU has promised full cooperation in the prompt manning and dispatching of merchant ships sailing from the Atlantic and Gulf ports.

The following letter to the Union was received from Craig S. Vincent, Regional Representative of the WSA.

December 26, 1942

Mr. Frank Williams
Seafarers International Union
Of North America
2 Stone Street
New York, N. Y.

Dear Mr. Williams:

The Recruitment and Manning Organization is attempting to assist the Maritime unions and industry in manning the Merchant ships carrying our war cargoes. As you know when an operating company is under a collective bargaining agreement with one of the Maritime unions, the Recruitment and Manning Organization, in recognizing such agreements in accordance with War Shipping Administration policy, does not provide men directly to the operating company except in cases of extreme emergency, where a "pier-head" jump may necessitate our assistance. Even then men are not provided without checking with your office unless it is after closing hours. If such service is provided, we inform you of it immediately on the next day. It is our job to be ready to assist your union hiring hall in the event you do not have a sufficient supply of men available to meet demands of the companies with whom you have contracts.

In order to prevent any possible duplication, we have been telling any companies with whom you

have contracts who called us directly to order men through the union hall in the usual manner. We have also informed such operators that if you are unable to supply the men, the union calls the RMO office to obtain our assistance in securing the needed men. It would be very helpful to us in our work with you if we had a list of the operating companies with whom you have contracts. We would then be in a position to immediately advise the operator to call the union and it would save some time on our part in asking questions to obtain such information.

Very truly yours,
CRAIG S. VINCENT,
Regional Representative

Death Of 2 SIU Men Traced To Negligence Of Skipper

The SIU has lost a lot of brothers due to submarine action of the enemy. This is bad enough and we mourn their loss—but when two brothers are needlessly lost due to pure negligence on the part of a skipper, then it is time to demand an investigation.

Here is the story.

A certain ship, belonging to the Calmar Line, signed on in Baltimore last September 13. The ship put in at New York with several members of the crew ill. They went to the captain, a man named George P. Moodie, and asked for hospital slips so they could go ashore and receive medical attention. The Captain briskly replied that he was issuing neither shore leave or hospital slips in New York. He did this without making any examination of the ill men to determine the seriousness of their condition.

Several weeks later the ship ar-

rived at Guantanamo and the ill men, two of whom were in a critical condition, again asked for hospital slips. Moodie again refused slips and even refused to bring a doctor aboard ship to examine the men.

During this period Brother James Rogers, No. 21589, had lost a great amount of weight, could keep nothing on his stomach, was in a continual cold sweat and was often delirious. By the time the ship was off Valparaiso, Rogers was in such bad shape that the skipper assigned Michael Mosack to follow him around so he wouldn't go over the side.

During the third week in October, Rogers became violent, eluded his guard and slipped over the side of the ship, only to be caught in the wake and drowned. No boat was ever put over to look for him.

After the loss of Rogers, brother

(Continued on Page 4)

Post Office Offers Mail Service To Ships

Albert Goldman, postmaster of the New York post office, has announced that better mail service is now being planned for the merchant seamen who are at sea. All mail should be addressed to the individual, giving the name of the ship, and sent in care of the New York postmaster.

American Theatre Wing Club For Merchant Seamen

In the presence of Mrs. Eleanor Roosevelt, Mayor LaGuardia, officials of the Navy and Maritime Unions, and the co-chairmen of the enterprise, Mrs. Brock Pemberton and John Golden, the American Theatre Wing Merchant Seamen's Club, No. 107 West 43rd Street, was formally dedicated at 3:30 last Monday afternoon. Following a radio program featuring some of Broadway's top stars, the club was opened to seamen daily from 5 P.M. until midnight.

The new haven for the unsung heroes of the Merchant Marine, those hardy seamen who bravely push their cargo ships through submarine infested waters, is the first of its kind in New York and is patterned after the Wing's famous Stage Door Canteen. Additional features, however, are a games room, a library and a letter-writing room. Tickets to Broadway shows, movies and sporting events will be distributed free and there will be dancing nightly, the comely hostesses for this purpose being furnished by the Theatre Wing.

The NMU had a brief vision of grandeur last month—but only a brief one. Its elaborate plan for invading the jurisdiction of the SUP-MFOW-MCS on the West Coast fizzled out when the War Shipping Administration handed down a formal decision on Dec. 26, 1942 which, in effect, sent the invasion forces packing back to the East Coast.

The NMU tactic, which involved the use of certain key stooges in the WSA, was to have Luckenbach, Grace and Moore McCormick ships built on the West Coast manned by NMU crews. Their reasoning was that they held the bargaining contracts with the majority of the ships running for these lines, therefore they should have their jurisdiction extended to the ships operating for these lines on the West Coast.

This was a direct violation of the Statement of Principles, signed between the SUP and the WSA last May. This statement guaranteed the contracts and jurisdiction of the SUP for the duration of the war. It was also a violation of the contracts already held by the SUP with these lines for their West Coast ships.

The SUP immediately took militant action when the news of the proposed invasion reached the Coast. Stop work meetings were held up and down the Coast in protest, and the entire SUP was mobilized for a strike vote. This action gave pause to the bureaucrats in Washington and they attempted to shift the entire question into the lap of the National War Labor Board.

The SUP objected to this procedure, stating that it was not a jurisdictional dispute but an obvious invasion of its long recognized territory and rights.

The militant action of the SUP-MFOW-MCS membership, plus the strong representations made in Washington by SIU President Harry Lundeberg, forced a reversal of the original WSA ruling.

Henceforth, ships built on the West Coast for these lines will be manned by SUP-MFOW-MSC crews, regardless of where they run.

The text, in part, of the WSA ruling as handed down by Admiral Land, follows:

DIRECTIVE NO. 7

Directive with respect to the settlement of the controversy relating to the Manning of Vessels Owned by the War Shipping Administration and allocated by it to

(Continued on Page 4)

Limit Sailing to Convoys

The Cuban Government has forbidden port authorities to clear any vessel from the island unless it sails in convoy, dispatches from Havana stated.

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**SEAFARERS' INTERNATIONAL UNION
 OF NORTH AMERICA**
 Atlantic and Gulf District

Affiliated with the American Federation of Labor

HARRY LUNDEBERG, International President
 110 Market Street, Room 402, San Francisco, Calif.

ADDRESS ALL CORRESPONDENCE CONCERNING THIS
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OPA Gives Seamen Priority Rights For Rubber 'Boots

Rationing boards have been officially instructed to give active seamen priority on all rationed rubber footwear. The following is the text of the order sent out by the Office of Price Administration.

Office of Price Administration
 Washington, D. C.

Local Board Rubber Footwear
 Rationing Letter

RUBBER FOOTWEAR
 Rationing Guide No. 6
 December 7, 1942

ELIGIBILITY OF SEAMEN

Questions have arisen concerning the eligibility for rationed rubber footwear of seamen, particularly when they are in port between or before voyages. The contribution which merchant seamen make to the nation's war effort is great, and their occupational eligibility is clearly established. Ordinarily, the principal question which will need to be considered is whether the applicant has proved that he is, in fact, a seaman.

Whether or not he is actually employed at the time of his application, any applicant who can show evidence of his customary occupation as a seaman should be considered eligible in so far as occupational requirements are concerned. If the applicant shows his Certificate of Identification, and evidence, such as a letter from his Union or the Recruitment and Manning Organization of the War Shipping Administration stating that he is registered for employment as a seaman, he should be considered qualified as to occupation. The applicant may have lost

his Certificate of Identification, and may need to obtain rubber footwear before a replacement of his Certificate can be secured. In such cases, the letter from the applicant's Union or from the Recruitment and Manning Organization of the War Shipping Administration should also state that the applicant has lost his Certificate and that he needs rubber footwear before a replacement of his Certificate can be secured. Other evidence of the applicant's customary occupation as a seaman which is satisfactory to the Board will also be adequate.

In considering applications from seamen the Board should keep in mind that while the supply of rubber for footwear is severely limited and must be conserved, merchant seamen are very important to the nation's war effort.

PERSONALS

JAMES NELSON - H. A. DILL

The crew of the S. S. Joseph Hewes kicked in the \$70 you borrowed from the Navy men. They don't want the money back but request that you donate it to the LOG.

CORNELLO RODRIQUEZ

It is important that you contact the office of the Secretary-Treasurer next time you are in New York.

JOHN PALMER

Contact your Draft Board or the FBI, 234 U. S. Court House, Foley Square, New York City.

Drafted Men Over 38 Can Go To Sea

The Office of War Information has announced that men originally drafted but now over 38 years of age, will be released from the Army if they can show that they are valuable to war production industries.

This would cover all seamen. All SIU men with ratings who are in the army and would like to return to sea, should make formal application to the army commander, and notify the union so that they can be assisted in obtaining the release.

The War Department has issued a circular (No. 397) which lists the provisions for releasing men. The following provisions are included:

"a. The soldier has voluntarily requested discharge in writing to his immediate commanding officer.

"b. The soldier is handicapped by advanced age, 38 years and over, to such an extent that his usefulness to the Army is secondary to that of industry.

"c. The soldier has presented satisfactory evidence that he will be employed in an essential war industry if he is discharged from the Army.

There is a shortage of rated men and the union will aid former members to get back into the industry

New Liberty Ship To Feature Speed

A new Liberty ship, bigger, faster and less vulnerable to submarine attacks, will be produced this year.

Rear Admiral Emory S. Land said the vessel will have a slightly greater length and more beam and carrying capacity. Increased horsepower, together with a better hull design, will result in higher speed.

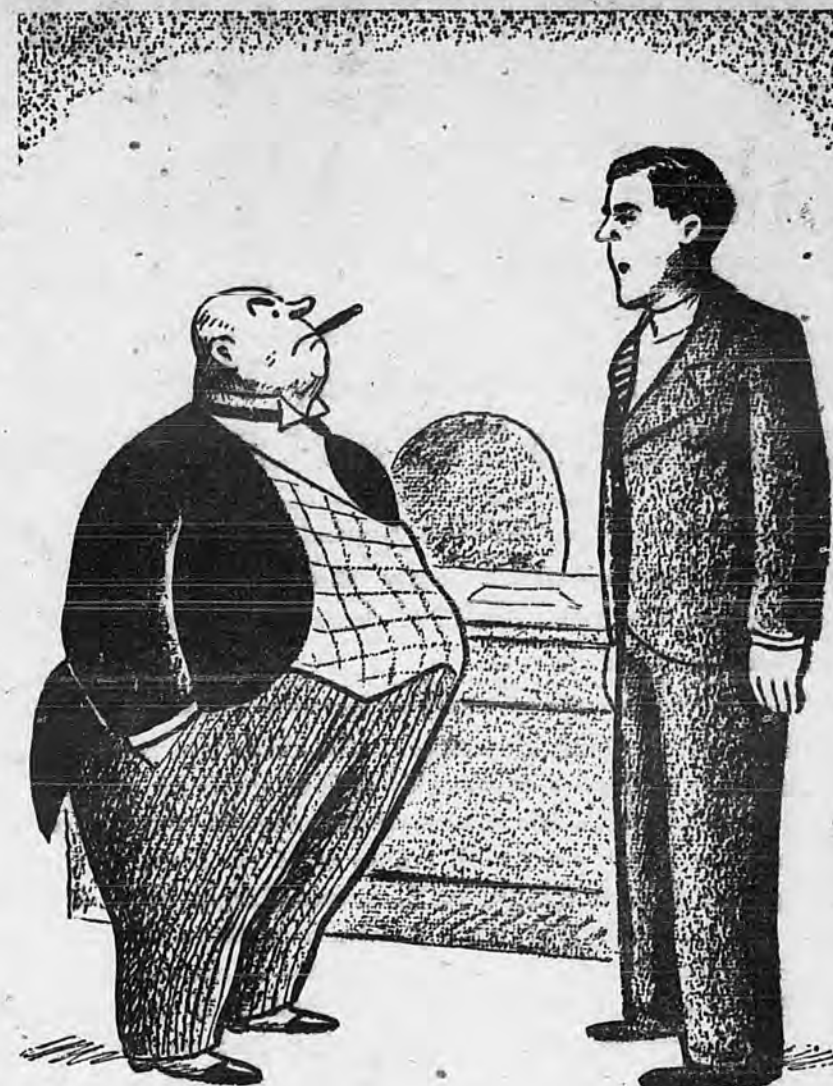
Admiral Land, war shipping administrator and chairman of the Maritime Commission, said the new Liberty ships will emphasize speed, "which will be increased sufficiently to render the ship less vulnerable to submarine attack during the war and at the same time increase and improve their competitive value commercially when peace is restored."

Meanwhile, he said, new features are constantly being developed and put into practice on the ships being constructed under the long-range building program, which features sleek "C" design ships of various sizes and greater speeds than the Liberty ship, with a deadweight tonnage of about 10,500.

ASSESSMENT!

Remember there is a \$2 Organizational Assessment which goes to the International.

The payment is voluntary! How good a Union man are you? Have you paid your \$2 obligation?



It's for your own good I'm not giving you a raise. You'd only have to pay more income tax.

REPORT FROM

Washington

By Matthew Dushane

Crews' Quarters:

The WSA is considering enlarging the after deck house on the Liberty ships. Part of the gun crews will be quartered back aft with other members of the gun crew who are there at present. The plan is also to enlarge the after part of the deck house above the officers quarters, and aft of the wheelhouse.

This plan should help to relieve some of the cramped quarters amidship.

Ship's Stores:

The question of ships sailing short of certain foods, and the companies alibi that they can't get food, has been taken up and I think will be straightened out.

Gun Crews:

Plans are underway to have some ships on the Pacific and Atlantic Coasts sail without Navy men as gun crews. The guns will be manned by the merchant seamen. Under this plan Navy men would be returned to the battlewagons and other regular Navy vessels. If this plan works out, all Navy men on merchant ships will be relieved by the regular unlicensed personnel.

Security Watches:

I received requests from agents for information on security watches while ships are in port. I can only inform them that their District Representative will have to try and iron this out with the companies. A close study of our contracts will show that the men are entitled to overtime when they are required to stand watches at night in ports regardless of where the watches are stood. The War Shipping Administration has approved the agreement reached between the West Coast Unions and the operators on security watches.

Puerto Rico:

I have been receiving several complaints that an Ensign who is connected with naval intelligence has been yanking merchant seamen off ships in Puerto Rico. I am investigating this here in Washington and should have a report on it in the near future.

Star of Scotland:

This ship is one of the last sailing ships in the world to fly the American flag. Just received word that she has been torpedoed in the South Atlantic. Arrangements are being made to repatriate the crew back to the States.

In Memoriam

CASSEL, JOHN Wiper
 CHAMBERS, ANDREW Cook
 COLEMAN, PATRICK Bosun
 HYDE, BASIL Fireman
 MARTIN, JAMES Messman
 McNAMERA, JEREMIAH Wiper
 SABO, LOUIS Messman
 SULLIVAN, SYDNEY Messman
 WILCOX, JOHN H. A.B.

ATLANTIC AND GULF SHIPPING FOR DECEMBER 14 TO 26, INCLUSIVE

DECK ENGINE STEWARD TOTAL

SHIPPED	240	271	183	694
REGISTERED	301	200	115	616
ON HAND	370	216	167	753

S.I.U. MEN BRAVE JUNGLE TO AVOID INTERNMENT

The SIU crew aboard the Alcoa Pathfinder was not only torpedoed and had to spend days in open boats and rafts, but when they hit shore they were faced with miles of jungle which had to be traversed if they wanted to avoid internment for the duration of the war. That they came through the ordeal alive is a testimony of their strength and courage.

The story of their suffering received much space in the *Natal Daily News* in Durban, South Africa where they received hospital treatment. A three column picture of six brothers was run in the paper and showed them recuperating in the hospital; those pictured were brothers J. Szwed, E. Steeneken, E. R. Libeck, R. Tyler, Jesse Joy and John Flannery.

The following is the write-up given them in the African paper:

"Fifty-two survivors of the American ship, Pathfinder, recently sunk off the Portuguese East African coast, are now in a Durban hospital recovering from the effects of sunburn and exposure. Some of the men have terribly swollen feet and blistered backs.

"When the Pathfinder was torpedoed on November 22 the men feared that if they made direct for land they would be interned. So they decided to make the farther trip down the coast to Union territory.

"Relating the story of their adventures to a *Daily News* representative who visited the survivors in the hospital today, Mr. B. Burton, the purser, said the ship went down in under three minutes at 2 o'clock on the Sunday morning.

"We managed to get away one of our two lifeboats and a raft," said Mr. Burton. "The other lifeboat was blown up. Five of our crew had been killed by the explosion, the remainder got away safely, and were crowded into the lifeboat. Twelve of us got on to a raft, which was taken in tow by the boat.

"We made for the Union, but made little progress. By 2 o'clock on Sunday afternoon we were about two or three hundred yards off the beach.

"It was decided then that the men on the raft would make the shore and travel southwards by foot, and that the men in the boat should try to sail to the Union.

"At 7 o'clock that night we were 10 miles north of Punta el Oro, the lighthouse on the border

of the Union. We lit two beacons to attract the attention of the men in the boat. Shortly afterwards the boat landed and we camped that night on the beach."

"The following day the entire party made for the lighthouse at el Oro. There they were directed by the Portuguese lighthousekeeper to a mission station at Kosi Lake, across the border.

"The men suffered many hardships in their trip down the coast. Most of them were scantily clad and those without shoes suffered especially, their feet being not only burnt, but cut by rocks and grasses in the swamps through which they had to walk.

"It was wild, desolate country, and apart from a few natives we saw nobody," said Mr. Burton.

"On this last stage of our journey we split into three parties, one of which pushed on to the trading store. We were met by a party of policemen who took us by truck to the Maputa police outpost.

"The following day the captain's party, which had remained on the beach, was picked up, and we all went into camp at the Maputa outpost."

"Mr. Burton paid a tribute to the wireless operator, one of the men who had been killed, who stuck to his keys sending out signals while the ship sank. He went down with the ship."

MONEY DUE

The following men have money in the safe in the New Orleans Hall. They should pick it up at their first opportunity. J. McRae, Paul Rogosch, Henry Thompson, Haakan Walle, Eddie Parr.

Checks for the following members of the crew of the S. S. Cornelia have been mailed to the Mobile Agent.

ADOLPH L. DANNE
HAL WESTOVER, Jr.
JESSE V. BARNES
MINOR C. BONDS
BROOKS N. BULLOCK
GUS T. STRIBLING
HOWARD J. FARMER

Overtime beef with the Bull Line concerning the crew of the S. S. Marjory has been settled. The following have money coming: The three oilers, and the following deck men—E. J. Lilly, K. Scherrebeck and Spencer Avant. Collect at the Bull Line office in New York City.

FRED HART

USS Sponsors Art Show For Seamen

The United Seaman's Service will sponsor an art exhibit of the work of merchant seamen. It will be held in New York City at the Hall of Art, 24 West 40th Street, from February 1 through February 14, 1943.

All seamen who expect to enter the exhibit are instructed to send entries to Isabel F. Peterson, Andrew Furuseth Club, 30 East 37th Street. Several pictures can be submitted by each man. The matting and framing of the pictures will be handled by the USS.

There will be three money prizes, \$100, \$75, and \$50 and five \$20 honorable mention awards. The jury will be headed by the eminent American artist John Sloan.

Any pictures for sale should be accompanied by the name and address of the artist and the price asked.

RULES OF ENTRY

1. Must be active seamen (3 months sea service).
2. Open to seamen of all United Nations.
3. Pictures must be accompanied by name of artist, price, seaman's rank and present owner.
4. Deadline for entries is Jan. 25.
5. All mediums acceptable: oils, water colors, pastels, lithographs, etchings and sculpture. No photography accepted.

SAVANNAH

Shipping in this port for the last week has been good. Had to get crews for two new ships together. After using all the available men around here, started calling some of the other branches for men. Got 9 men out of Tampa one day and 11 the next day. Had a hard time getting ABs together, called Mobile, New Orleans, Baltimore and New York and only succeeded in getting 3 out of Mobile. Am expecting another ship out around the 8th of January and will be looking for men again. Any men with ratings in all departments who want to ship out come down around that time and there will be jobs for all.

Steady as she goes.

CHARLES WAID, Agent

IN MEMORY OF Brother G. A. Friel (Oiler)

1898-1942

Died November 10, 1942,
Marine Hospital, Baltimore, Md.
Died November 10, 1942, U.S.

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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GALVESTON	219 20th Street	Galveston 2-8043

Out of the Focs'l

by

J. L.

Some of these Ferry Boat Commanders who are being sent out as deep water men, are making a farce of the Merchant Marine. Recently some of our brothers returned from England where they had been detained because of the actions of the skipper, who had all of his crew placed in irons and accused them of sabotage. Anything and everything short of murder! He demoted a Steward and the Chief Cook to a rating of Messmen. Here is a man who had only sailed on inland waters and is allowed to take a ship to foreign ports.

There wasn't a dull moment since that ship left the States in February. Unfortunately, it was at the expense of the crew. God deliver us from these war time skippers!!!

Δ Δ Δ

The return of Dickey and Kupta on Christmas has left everyone relieved as to their whereabouts. The Pasinowsky family is proud of their boys who are doing their bit in the Merchant Marine. Four brothers, Ignatius, George, Joseph and John, are members of our organization. Three of them have already been torpedoed. The oldest brother is now a licensed officer.

Δ Δ Δ

Talking about brothers, the Journigan Brothers are well known in the Gulf . . . Jim De Vito has already lost brothers, Michael and Frank due to enemy action. The three Camacho Brothers were lost through enemy action.

Δ Δ Δ

Bill Lawton, G-164, (who was recently torpedoed) thinks all seamen ought to have their heads examined as to the way they spend their money. We know a lady who things otherwise. She says:

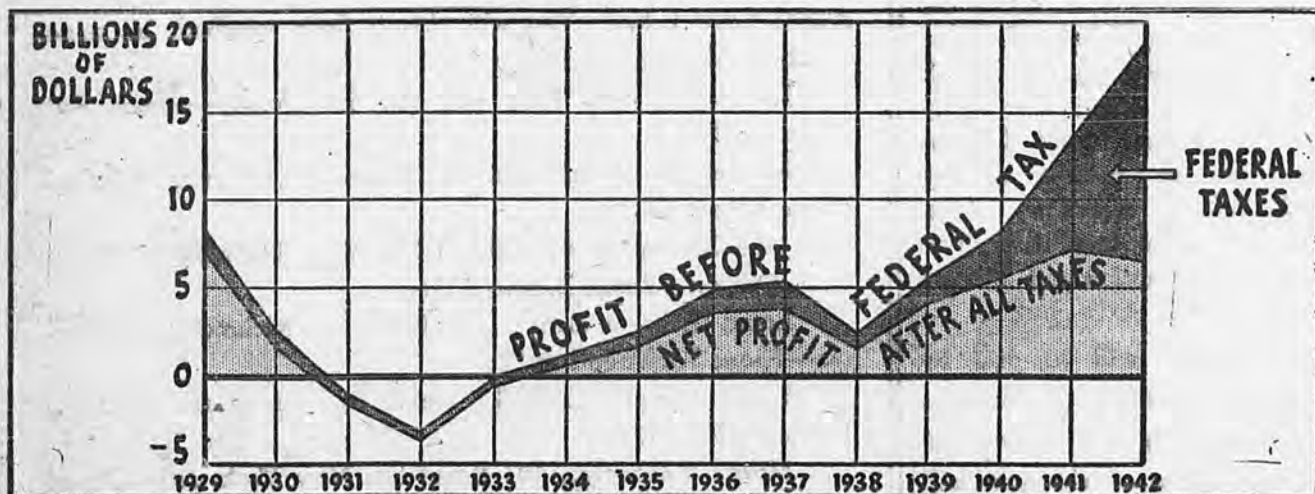
"I don't know seamen
Or whom they may be.
I only know one guy,
And he's always good to me."

Seafarers' Log-

HONOR ROLL

CREW OF S. S. WILLIAM MOULTRIE	\$22.50
CREW OF S. S. SHICKSHINNY	21.00
CREW OF S. S. FLOMAR	16.85
CREW OF S. S. JOHNATHON GROUT	15.00
CREW OF S. S. JOSEPH HEWES	15.00
CREW OF S. S. THOMAS NELSON	12.00
ED SINGER	5.00
PHILADELPHIA HALL	5.00
A. GRAPCO	5.00
L. BAKER	5.00
JOHN FREDRICK	3.00
ELLIS FLETCHER	2.00
A. H. LAVEZOLI	2.00
L. FUNK	2.00
W. DUORANCZK	1.00
M. GOTT	1.00
TOTAL	\$133.35

1941 PROFITS TOP 1929



This chart, based by the AFL on figures of the U. S. Department of Commerce, shows that despite increase in federal taxes, profits of all corporations rose to an all time high—even topping profits made in the boom year of 1929.

Swedish Seamen's Union Under Handicaps Of War

NEW YORK, N. Y. — ITF — The crucial role which the Swedish merchant marine is playing in the second World War and the growing strength of the Swedish seamen's movement notwithstanding severe loss of lives and organizational difficulties are revealed in a report of the New York branch of the Swedish Seamen's Union to the American office of the I.T.F. The Swedish Seamen's Union, headquarters of which are located in Gothenburg, Sweden, is an affiliate of the International Transport Workers' Federation.

The report points out that the total tonnage of the Swedish merchant marine prior to the outbreak of the war in 1939 was more than 1,700,000 reg. tons, which placed Sweden among the ten leading seafaring nations. The losses suffered in ships and personnel have been large, most of them occurring in the North Sea and the coastal waters of England.

LARGE WAR LOSSES

Altogether, Swedish losses through war action amount to 164 vessels with a tonnage of more than 700,000 tons, or over 40% of the original tonnage. 997 Swedish seamen lost their lives. These losses during the period 1939-1942 already exceed the total losses which the Swedish merchant marine suffered during the entire length of the first World War, 1914-1918.

The invasion of the Scandinavian countries by the Germans in

April 1940 caught the Swedish merchant fleet by surprise, splitting it into two sections, one remaining within the British-blockaded Skagerack and the other slightly larger part outside the blockade. The ships remaining within the blockaded waters could be used only in the Swedish trade with Germany and the Soviet Union. Most of these have been kept in port since the outbreak of the Russian-German war, though losses have not been inconsiderable.

FLEET ISOLATED FROM HOME

The Swedish ships outside the British blockade were unable to return to their home ports without the explicit permission of the British authorities. They sailed for British and other allied ports and have been serving in the cause of the United Nations or whatever little free trade remains.

These conditions made it necessary for the Swedish seamen's movement to open offices in American and other overseas ports in order to look after the interests of the men. War difficulties placed an increasing share of responsibility upon the shoulders of the officials in charge of the union offices in American ports.

Negotiations between the Swedish shipowners and the union resulted in satisfactory agreements which are scrupulously observed by both sides. The entrance of the United States into the war and the brutal warfare conducted by Axis submarines against shipping in North and South Atlantic waters constituted an additional strain which the union offices were prepared to meet.

Important points such as assistance to torpedoed seamen, compensation for loss of personal effects, reemployment, etc., were satisfactorily settled. Though many of the seamen have been away from their home and families for a long time they have retained their spirit. Their ships which are of vital importance to the cause of the United Nations are kept in excellent shape.

WAR BONUS PAID

The present wages of a Swedish able-bodied seaman aboard a vessel sailing between American and European ports consist of the basic wage of 185 Swedish crowns, a 300 percent war bonus and a sliding living index bonus, altogether 974 Swedish crowns or about \$222 a month. Seamen employed continuously for six months receive an additional 50 percent war bonus. Swedish seamen sailing on other routes outside the American-European war zones receive war bonuses ranging from 150 to 225%.

According to an agreement with the belligerent nations, Sweden is permitted to sail five ships a month through the blockade in order to supply the home country with foodstuffs and other needed raw materials. Though this fleet is traveling under safe conduct permits, it has also suffered substantial losses. In addition, Swedish ships are carrying food cargoes of about 15,000 tons a month to starving Greece.

NMU Again Flops On Attempt To Invade Pacific Maritime Unions

(Continued from Page 1)
certain companies for operation—

2. Insofar as the War Shipping Administration determines that it is practicable and consistent with the most efficient and effective employment and operations of such

vessels in the successful prosecution of the war, all vessels constructed on the Pacific Coast of the United States and scheduled for allocation to these companies will be allocated respectively to Moore-McCormack Lines, Inc. (Pacific Republics Line), Grace Line Inc. (Pacific

operations) and Luckenbach Gulf Steamship Company, Inc., as the case may be, and shall thereafter be manned, insofar as unlicensed personnel are concerned, by crews furnished by the Sailors' Union of the Pacific, the Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers' Association, and the Marine Cooks and Stewards Association of the Pacific Coast so long as such vessels remain allocated to and operated by such respective companies, irrespective of the trades, service or area in which the vessels may thereafter be engaged.

3. The respective collective bargaining agreements of the unions manning vessels so allocated shall govern and apply.

4. In determining the allocations of such vessels under the foregoing provisions, the War Shipping Administration will be guided by requirements for the successful prosecution of the war but will give proper consideration to the status of the interested labor organizations under conditions existing prior to the present war and to the preservation of their rights under collective bargaining agreements as confirmed by the War Shipping Administration in the "Statements of Policy" entered into with the various maritime labor unions.

DO NOT SHIP

Burness F. Letson P 6153

Argentine Transit Workers Join ITF — Open Office

NEW YORK, N. Y. — ITF — A South American office of the International Transport Workers' Federation has been opened in Buenos Aires, Argentina, thus forging another important link in the international transport labor chain spanning the world, it was announced by the American office of the I.T.F.

The new office will serve to strengthen the relations between the transport workers movements of the Western Hemisphere and assist the transport unions of the South American countries in the working out of their problems such as collective bargaining, wages, social security, etc., while furnishing them with international information and data regarding conditions of transport labor in other parts of the world.

The Buenos Aires office is in charge of the Union Ferroviaria, the Argentine Railwaymen's Union, an I.T.F. affiliate and the country's largest single union comprising nearly 100,000 members or about one-third of the total membership of the Argentine Confederation of

Labor. Other Argentine labor unions collaborating with the I.T.F. are the tramway and bus drivers as well as the two maritime unions, the Federacion Obrera Maritima and the Union Obrera Maritima, which are at present engaged in negotiations toward unification of their forces into a single powerful maritime federation.

While the New York office of the I.T.F. will continue as the directing center of all I.T.F. activities in the Western Hemisphere, the Buenos Aires bureau will serve as a press and information center for Argentina, Brazil, Chile, Bolivia, Paraguay and Uruguay. Contacts with the transport unions of Mexico, Cuba and other Latin American countries are maintained directly from the New York I.T.F. office, which publishes a regular news and information service in Spanish.

Skipper's Negligence

(Continued from Page 1)

er James A. Muse, a wiper, was elevated to oiler to take his place. After the ship rounded Cape Horn, Muse became ill and had to be knocked off work. Muse was delirious while the ship was in Sal-danha Bay and was given a brief examination by the authorities and medicine was prescribed.

Captain Moodie, however, forgot to get the medicine before sailing!

One week later the ship was torpedoed and Muse, in his critical condition, spent 19 days in an open life boat, and then died after being rescued. Had the skipper given him adequate medical attention during his illness, he probably would have survived the ordeal in the life boat.

Thus did Brothers Rogers and Muse die—victims of the criminal disregard of the crew's welfare on the part of Captain George P. Moodie. George P. Moodie served Hitler just as surely as the U-boat captains serve him.

(Editor's note: The correctness of these facts have been sworn to before a notary public by the following crew members: Alton V. Dawson, Peter Nicolaides, Leo McHugh, Robert Bradley, Thomas G. Day, Walter F. Hass, George L. Lohrmann, Michael Mosack and Lewis Schmaltz.

Chinese Seamen Gain Death And Injury Payments

NEW YORK, N. Y. — ITF — Chinese seamen sailing aboard British ships will receive compensation ranging from 55 to 300 pounds in the event of disability or death resulting from war action, according to an agreement just concluded between the British and Chinese Governments in London and made public by the American office of the International Transport Workers' Federation.

The agreement was reached after extended negotiations in which the situation and conditions of Chinese seamen serving in the British merchant navy were thoroughly canvassed. About 10,000 Chinese seamen are at present serving aboard British merchant ships. About 660 have lost their lives through enemy action and 220 are prisoners of the Axis powers.

Compensation will be paid by the British Ministry of Pensions and payments to the widows and other dependents of the men will be forwarded through the British consular and shipping authorities in China.

SIU AND TANKER MEMBERS ON WEST COAST

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

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

Increased shipping on West Coast for S.I.U. members and to insure better service and equal shipping rights to all, has made it necessary to open a separate and complete business office to be devoted solely to registering and caring for the needs of S.I.U. members in all departments.

All S.I.U. members in San Francisco are required to immediately register in S.I.U. office at 55 Clay St. S.I.U. members in S.U.P. Branches on the West Coast are to register in the respective S.U.P. Office and receive an S.I.U. shipping card. S.I.U. shipping cards will have preference on S.I.U. ships and will be recognized by all S.U.P. Dispatchers. S.I.U. Deck members will have second preference on S.U.P. ships if no S.U.P. 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.

Bill Gries, 206 West 6th St., San Pedro — Phone San Pedro 2491.

E. Coester or Johnson, 86 Seneca St., Seattle, Wash. — Phone Elliott 6752.

John Massey, or C. Atkins, 111 West Burnside St., Portland, Oregon — Phone Beacon 4336.

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

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

Morris Weisberger, 105 Broad St., New York City — Phone Bowling Green 9-9530.

Phil Conley, 55 Clay St., San Francisco, Phone Exbrook 8229.