

SEAFARERS LOG



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No. 17

SIU Fights Coast Guard Grab For Post War Jurisdiction Over Seamen

The United States Coast Guard has opened its long expected maneuver to win peace time jurisdiction over merchant seamen. Having obtained this jurisdiction temporarily for the duration of the war, through Executive Order 9083, the brass hats and their shipowner sponsors now hope to continue to keep merchant seamen in a military straight-jacket permanently.

A public hearing called by the Coast Guard on proposals to transfer all functions of the Bureau of Marine Inspection and Navigation from the Department of Commerce to the U. S. Coast Guard, was held in New York on April 19. Appearing to testify

were two or three shipowners'

representatives and the following representatives of maritime labor: John Hawk and Joe Algina for the SIU, Meyers and Stack for the NMU and Winocur for ACA. As could be expected, all the shipowners and the NMU and ACA mis-leaders of labor were loud and unanimous in their praise of the Coast Guard.

Not only was "Blackie" Meyers loud in his praise of the Coast Guard's "Gestapo" method of handling seamen, but he plumped for the equivalent of a continuous discharge book.

"Cut out all jurisdictional disputes and get done with the job of consolidating the papers. Consideration should be given to making it mandatory in the Steward's Department that men serve a definite apprentice period before upgrading from messman to cook or baker, and that the date that the man is upgraded should be recorded on the document."

Meyer's proposition follows the lines of the continuous discharge book by giving a man's history when he is issued papers or new endorsements. With this history right on the front of a man's papers, the shipowner could discriminate against him because he was too much of an oldtimer, or not enough of one, etc.

The SUP-SIU, which led the fight against the Copeland fink book, has always maintained that a man's shipping record should not be on his papers. Seamen should not be forced to give their record to every fink-herder and labor hater in the government or shipowner's office. This is the first time that the NMU leaders have dared to openly advocate such a repressive measure against the seamen.

Winocur, representing the ACA, went down the line with Meyers and Stack in praising the Coast Guard's war time record—a record which is one of Gestapo-like methods of repression and terrorization of merchant seamen.

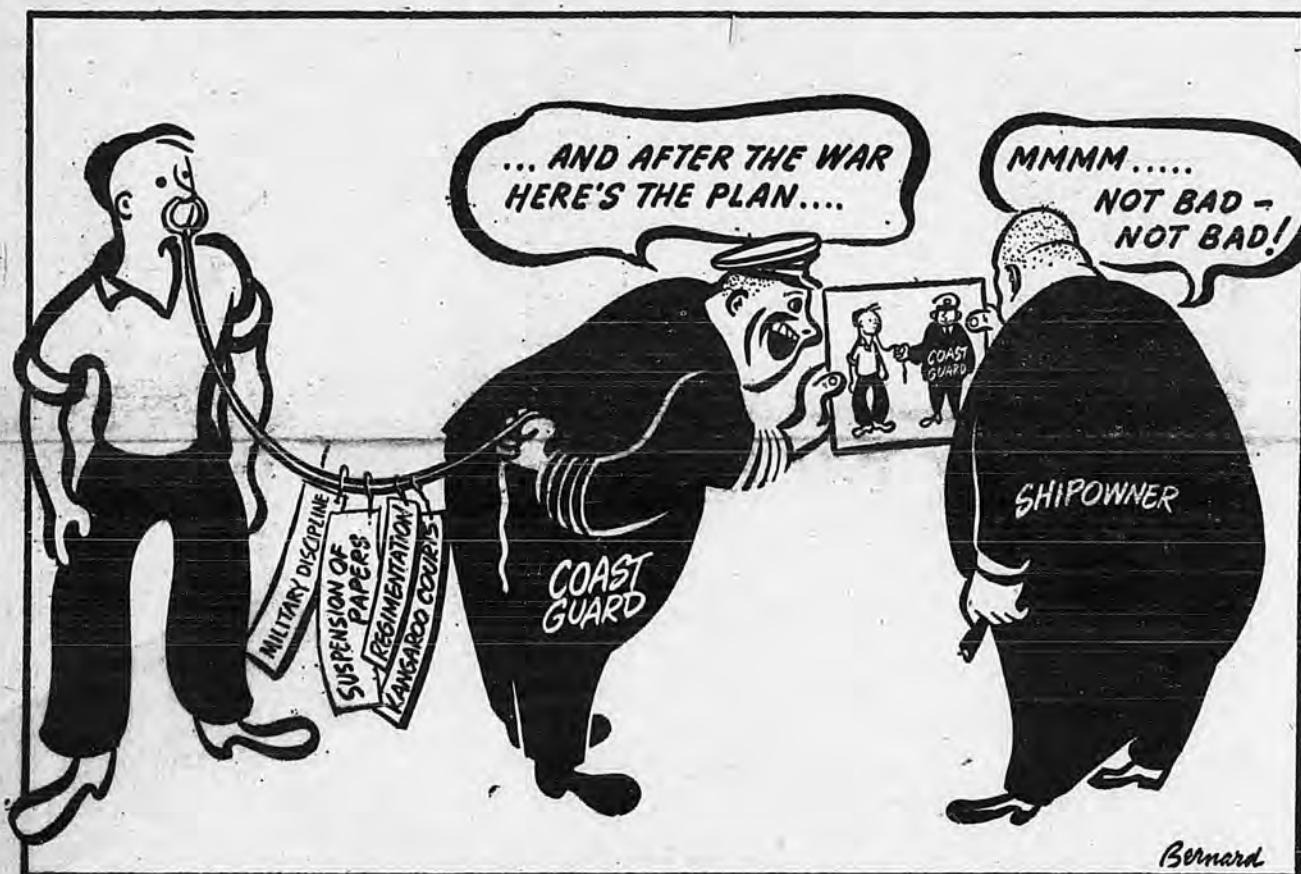
Only John Hawk, Vice-President of the SIU, spoke out in defense of the seamen's basic rights—the right to be civilian employees and organize and bargain through unions of their own

choice. Hawk pointed out, in an official SIU statement read into the record, that a continuation of Coast Guard "supervision" into peace time would mean a continuation of military discipline, kangaroo courts and victimization of union militants. Seamen will fight to maintain their civilian status, Hawk warned, and will fight to maintain the strength and integrity of their trade unions.

The hearing held in New York was significant for two reasons; first, it revealed that the shipowners are now anxious to have a military supervision of their industry—which means that they anticipate launching a union busting drive when peace comes; and second, the NMU leaders are servile shipowner-agents in the maritime labor movement, ready to fasten any chains demanded upon the seamen, asking only in return that the government aid them in smashing the legitimate maritime unions headed by the SIU.

Into what sort of slavery is the NMU ready to lead the seamen? Ask any rank and filer how the Coast Guard officers conduct themselves when they come

(Continued on Page 5)



Heroic Actions Of SS Bacon Crew Retold In CBS Dramatic Program

When the SIU crew of the SS Henry Bacon dove from their sinking ship into icy waters so that their places in the lifeboats could be used by refugee women and children, they wrote one of the most heroic chapters in the history of the maritime industry. Ever since their story was first printed in the *Seafarers Log*, newspapers and magazines all over the country have been printing eulogies of their self-sacrificing conduct. Latest to pay them homage was the Columbia Broadcasting System, which retold the story in dramatic form over a coast to coast hook-up Tuesday afternoon, April 24, 5 to 5:30 p.m.

Following is the scrip as enacted by professional actors—stage directions are included:

SOUND: BUSY RUSSIAN HARBOR—HOLD BEHIND:

JIM: Why're we waitin' round here? All our cargo's been unloaded.

JOHNNY: Yeah. The Russians

have already moved most of it off the docks. They sure move fast.

JIM: Scuttlebutt says we brought seventy-five hundred tons of war cargo to Murmansk. Why d'ya s'pose the convoy doesn't heave anchor and get the ...

JOHNNY: Hey! What's this comin' aboard?

JIM: A bunch of women an' kids!

JOHNNY: What're they doin' here?

JIM: Look! They're carryin' bags an' stuff—like refugees.

JOHNNY: Why d'ya s'pose they're comin' aboard the "BACON?"



JIM: Probably because we're gonna take 'em someplace.

JOHNNY: Yuh mean I gotta cook for a lotta women an' kids! Nosey women pokin' in an' outta my galley. Wouldn't let my own wife do that. An' kids that'll eat us out of our ship! I won't cook for 'em. No, sir! I won't!

MUSIC: UP AND DOWN — FADE OUT BEHIND:

NARRATOR: The ship was the "HENRY BACON" — a Liberty ship named in honor of the famous architect who designed the Lincoln Memorial in Washington. And the little band of women and children were Norwegian refugees being evacuated to the United Kingdom. They were part of a group of several hundred who were divided up among the ships of the convoy. Nineteen of them came aboard the "HENRY BACON."

MUSIC: OUT

(Continued on Page 7)

SIU Ship Survives Jap Suicide Plane

A Japanese suicide plane which hit smack in number 3 hold could not stop the SIU men on the SS Kyle V. Johnson from participating in the invasion of Luzon. A number of soldiers and the Steward were killed, and a hole torn in the side, but after an emergency patch was made in the side of the vessel it was able to continue in the convoy.

The ship was given credit for shooting down 6 Jap planes, with the members of the crew helping to man the guns. The crew was commended by the Army officers and General MacArthur for their splendid behavior and action during and after the attack.

The ship, which crewed up in Galveston, has just returned to that port.

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Post-War Cornerstone



Mates Fight To Act As Seagoing Chambermaids

The mates aboard the SS Otis E. Hall, bless their hearts, are animal lovers from 'way back. There is nothing they like better than the chance to play housemaid to 300 howling, chattering, very much un-housebroken monkeys.

They love it. Especially where there is the slight matter of overtime involved. And the crew loved it, too. The sight of all that gold braid messing around with the cute little ba—, we mean monks; swabbing up after 300 healthy simians that had never heard of modern plumbing!

When the ship payed off the Deck Department naturally put in overtime for the water sougeeing up after these passengers.

So it became beef number one with the American Liberty SS Corp. We fought the whole bloomin' lot of them: the master, the mates, the SS company. Only the monkeys didn't care. They were neutral.

All of our beef experts pulled every bit of strategy they knew, but they couldn't get past first base. Brothers, we lost. But we went down fighting.

The operator, faced with the prospect of paying twice, the mates having already been paid, was not very sympathetic. W. J. Hill, assistant to the vice president, wrote us:

"It is true that the ordinary practice when a vessel carries live stock that the sailors in most all cases receive the amount of money, whatever it may be, for taking care of such cargo, but I do not know of anywhere that you will find it in writing or in print that such money is specifically to be turned over to any particular parties. I do want to impress upon you, however, that



I do not entirely agree with what the mates on this vessel did, and have told them so, but since they did accept the money, and kept it, and performed the work, I do not think that the crew should be paid by this Company for the work that was performed by the mates."

That's that, brothers; there is nothing in our agreement which says a mate cannot slip a chamberpot under an impatient monkey.

Tuesday Night Canteen

The Tuesday Night Canteen for merchant seamen, sponsored by the American Women's Hospitals Reserve Corps, will continue until further notice at the Great Northern Hotel, 119 W. 56th Street, New York City.

According to those who have attended previously, the place is worth going to. There is dancing, a floor show, beer and beautiful girls. What else do you fellow want?

The Military vs. The People

The American workers are traditionally opposed to peace time militarism. They have long since discovered that a brass hat, more often than not, covers a labor hating mind. They have seen picket lines broken by National Guard and regular troops, who always were on the beck and call of the employer, but never ready to give aid to the worker.

The American workers have seen anti-democratic totalitarian regimes abroad come to power partly through the military regimentation of the workers. They know that employer sponsored militarism and free trade unions can not exist side by side.

It is for these reasons that the military caste in the United States was never able, in the past, to maintain control over any major section of the economy in peace time.

Today, however, with the Army and Navy grown to unprecedented size and exercising either direct or indirect control over the country's entire economy, the military is in an advantageous position to make a bid for post war power. The first such bid came this past week when the Coast Guard asked for permanent jurisdiction over merchant seamen.

It is no accident that the merchant seamen were singled out as the first group of civilian workers to be marked by the military for a peace time straight jacket. Seamen are one of the most strongly organized and militant group of workers in the country. Likewise, the shipowners are one of the most anti-labor and profit-swollen employer groups. A clash between the two would appear in the offing. Thus the advisability, from the shipowner point of view, of having his employers under the thumb of the military.

This Coast Guard-shipowner maneuver is of great significance to the entire labor movement. For if the military succeeds in regimenting the seamen, it will no doubt feel bold enough to march inland and attempt military discipline of the truck drivers, the auto workers, the coal miners, etc.

The struggle of the seaman to retain a civilian status and the independence of his union, is the forerunner of the fight which will face the entire labor movement.

The SIU will conduct itself honorably in this fight, and in a manner aimed at safeguarding the independence of the union movement. We ask the rest of labor to carefully follow our struggle, and if necessary, give us a hand—on the picket line or on the floor of Congress.

Vets And Organized Labor

Merchant seamen have been approached by many servicemen's organizations, inviting them to membership. At least one exclusively seamen's outfit has been formed. What then should be the attitude of the merchant seaman toward these groups?

The SIU, in line with its policy of not dictating to its members in affairs outside of union matters, takes no position on the question. What the individual does is up to his own conscience and desire, and the question of picking an organization, if any, is his alone to decide. But should he choose to belong to such an outfit he has the responsibility to see that its program is pro-labor.

After the last war, the veteran was used in many localities as an anti-labor force by the employers; used to break strikes and smash the unions.

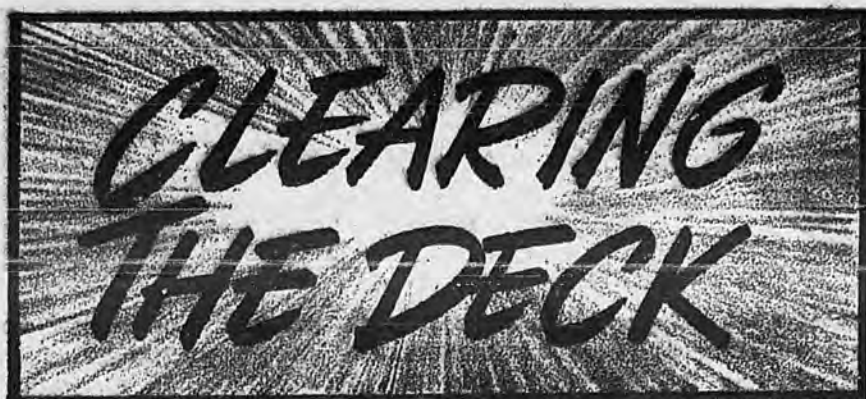
Organized labor is watching with great interest the development of the various servicemen's organizations and the roads they are taking. It has learned the lesson of twenty five years ago and is paying much attention to the problems of the veteran.

The veteran has many special problems (as does the merchant seaman) and will ask for special legislation to compensate him for the losses he has suffered: the losses of time and opportunity, of jobs and skills. Some of this has already been taken care of—though inadequately—by the GI Bill of Rights. Additional legislation will be proposed, to help integrate the veteran into civilian life once again.

However, the problem of the veteran goes beyond so-called "special privilege." It includes more than grab legislation, and the veteran himself is aware of that. He has also the problem of the civilian—the problem of jobs, of security, of peace and democracy.

It is in these things that organized labor too has a stake. It too, is intensely interested in a society where a man can live at peace with his neighbor, and raise a family without fear of insecurity. It too, wants to see the four freedoms flower in this country. It knows that unless the veteran has security and freedom he is likely to fall into the fascist camp and be used to smash the free trade unions in America.

Whatever final veterans organization comes out of this war, it must be strongly democratic and must be pro-labor in its outlook, and must work hand in hand with the trade unions of this country in building a free, secure America for all the people. Else we may yet, even in victory, lose the war.



By PAUL HALL

The balloting on the constitutional amendments and the \$10 Strike Assessment resolution has aroused the same interest in the Port of New York as did the last general election. The interest shown is to be noted as progress, and a fellow can hardly keep from comparing the difference in the membership's point of view now and that of a few years back.

All hands today realize the problems facing the seamen in the post-war period and the necessity of building up strength and resources for our organization in our fight to maintain and raise our conditions. The enthusiasm and interest shown by the Seafarers' membership on these things, especially the building and strike funds, shows that the membership are aware of our problems.

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The new booklet, "Here's How, Brother," is causing plenty of comment. This comment comes, not only from our membership who like it very much, but from other trade unions as well. We have had numerous request from other unions in other fields for copies of this booklet.

Speaking of educational booklets, the next one of the Seafarers series should be ready very soon for the membership. This is the one regarding the conducting of meetings, both ashore and aboard ship. This booklet, once distributed, should result in better meetings for it gives the manner in which to bring up various points for discussion, etc. It is worded in the same language as "Here's How, Brother" and it will be illustrated with cartoons by Bernard Seaman, the same guy who does the cartoons for the LOG and our other booklets, etc

~ ~ ~ ~

The recently launched organizing program of the Seafarers is getting the full support of our membership, not only in taking jobs with unorganized companies, but for the distribution of our literature in the various SIU ports. There is no question but what this drive will be successful. With the membership giving their support in such a manner it is hardly possible to do anything other than to succeed.

There is something that our members riding our contracted vessels can do to help this organizing drive. That is, regardless of the port you are in, whenever you are around any crew members of unorganized ships, spread the good word of the Seafarers and tell these people the score. Tell them the benefits of unionism over the cut-throat policy and insufficient living wages and conditions of non-unionism.

In doing this, one effective thing to be used is the Seafarers Log. For that reason, it is more necessary now than ever before that our papers, literature, etc., be given full distribution in all ports of the world. So all of you members in contracted ships should take care of the literature put aboard your ship by the union Patrolman and see to it that it gets into the hands of as many unorganized seamen as possible, regardless of the port.

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The recreation room in the New York hall is going to have several additions in the next few days for recreational facilities. The deck will be rearranged so as to allow either billiard tables or ping-pong tables (or both if the membership desires them) to be placed there. Either a juke box or a radio will be installed and more of a variety of different type games will be added to go along with the stuff we now have; crib, checkers, etc. This recreation deck should be a comfortable place as soon as the warm weather sets in due to the fact that it is wide open on both sides and has plenty of big windows.

This stuff has been a little long in being set up—what with priorities for the master radio, fixtures, etc. This will make the hall more comfortable for the membership, not only for studying and reading, but for battling the breeze with old shipmates. To any of you fellows down the line who would like to add any suggestions as to the gear being installed, either come up and give it in person or drop us a line and let us know your thoughts on the matter.

~ ~ ~ ~

Shipping is now booming up the East Coast after the short slump of a few weeks back and it looks now as though it will stay this way for a while to come. We can look, however, right after VE day, for a slump in shipping because in all probability there will be plenty of pulling ships out of active service for conversion into troop carriers, as well as diverting other ships into the Pacific area. For that reason, it is a damn good idea for our members paying off on the West Coast, (providing their private affairs will allow), to stay on the West Coast and ship from there for such a time as many of our jobs will be from there.

Nation's Military Leaders Pay Tribute To The Merchant Seamen

The men who know, the men on the fighting lines who depend upon the merchant seamen for their supplies, are aware of the splendid job that the seamen are doing.

Many tributes have been paid to these seagoing civilian heroes, who until recently had a higher

casualty rate than the armed forces, but who nevertheless kept the ships sailing and delivered the goods.

We print below a few of the tributes paid the merchant seamen by men who know the story. The list is much too long to be included in its entirety, but the latest commendations are given:

"In behalf of the men of my command, I thank the men of the Merchant Marine for their pledge of full cooperation in our common effort to destroy the forces of tyranny and darkness. The huge quantities of supplies that have been brought across the Atlantic are a testimonial to the job that has already been done."

General Dwight D. Eisenhower.

"It is a source of great pride to see how these sailors of the United States Merchant Marine are cooperating in every way to enable the soldiers of the United States Army to reach the far shore in the best of condition."

The late Brigadier General Maurice Rose, Second Armored Division.

The men who carry the ships of the merchant fleet to far off ports and up to dangerous beaches—"the men responsible but who

are never praised enough, the men of the U. S. Merchant Marine" received high praise from Cpl. Lawrence E. Albritton, Marine veteran of the South Pacific, at a recent launching of a Victory ship in Oregon.

Gen. Douglas MacArthur, in a message read to 1,000 Maritime Service officer candidates at Alameda, praised "the valor of the merchant seamen participating with us in the liberation of the Philippines." "With us they have shared the heaviest enemy fire," said his dispatch, read by Capt. H. H. Dreany, assistant commandant of the Maritime Service. "On these islands I have ordered them off their ships and into foxholes when their ships became untenable targets of attack. At our side they have suffered in bloodshed and death. The high caliber of efficiency and the courage they displayed in their part of the invasion of the Philippines marked their conduct throughout the entire campaign in the Southwest Pacific. They have contributed tremendously to our success. I hold no branch in higher esteem than the Merchant Marine Service."

ANTWERP DOCKERS STILL FIGHTING OPPRESSION

(LPA) Recently dock workers in Antwerp, Belgium, went out on strike in protest against the low wages on the dockside. On being promised wage raises, they returned to work. The promise was not kept. When they started a protest stoppage, they were locked out for 15 days. The lock-out was lifted only after a mass demonstration of dock workers went to the Town Hall. European labor leaders are pointing with pride to the fact that the traditional militancy of these workers has not been broken even by the years of Gestapo terror. Workers who have been in the front ranks of the fight against Nazism are not simply looking for a "return to normalcy." Employers who try to beat them down are going to find that these workers are prepared to fight oppression at home just as bitterly as they fought the Nazi oppressors from abroad.

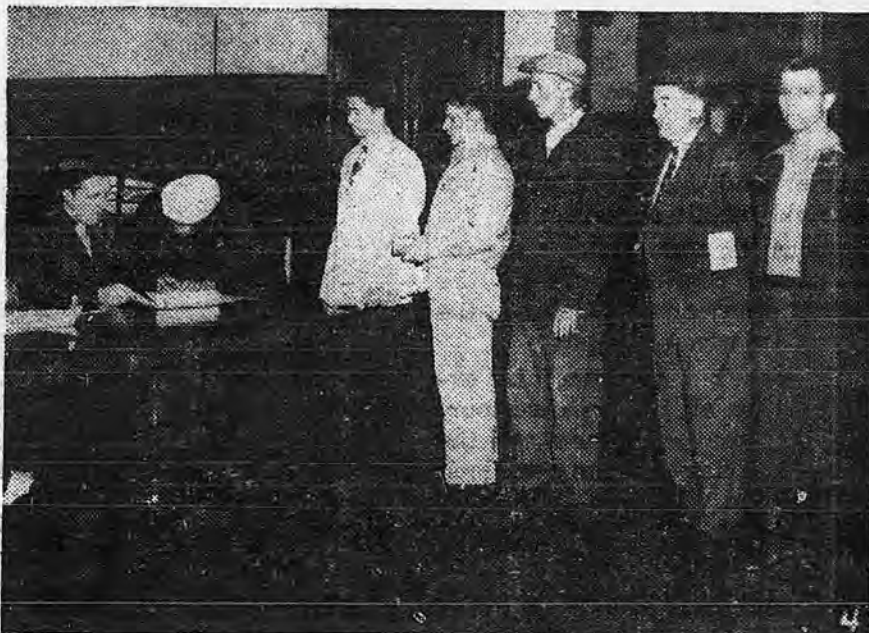
N. ITALY WORKERS ARE FIRM AGAINST FASCIST LEADER

(LPA) Threats of reprisals notwithstanding, workers in northern Italy have refused to designate representatives to serve in the fake unions of the Fascist government. Mussolini's Minister of the Interior has threatened the owners of the factories where these workers are employed with court martial, if they do not obtain from their workers a big vote for the government. So far, the workers have stood firm against the Fascist unions.

Cuban Dock Workers

Dock workers throughout the island have asked President Grau San Martin for a 40 per cent increase for the loading of sugar.

THE MEMBERSHIP VOTES IN NEW YORK



Ready, willing, and able—and eager—are these brothers lining up before the polling booths, to have their books checked. It is their votes, along with thousands of other full book men, which will decide whether a \$10 strike assessment will be levied on every member. From left to right: James O'Keefe, AB, committeeman; Mohamed Agreeel, AB, signing the register; and waiting their turn, Jose G. Lopez, Oiler; Joseph Pilutis, OS; James Russell, AB; Edward J. Kelly, AB; and Edgar Emery, FOW.

HERE ARE THE BALLOT BOX GUARDIANS



Just before the voting began on the coastwise referendum in the New York hall, the five brothers in the above picture were chosen as good union members to examine the credentials of each voter to insure that only those eligible cast their vote. From left to right they are: Daniel Snitcher, AB; S. Carbone, Oiler; William T. Connelly, Oiler; Edgar A. Johnston, OS; James O'Keefe, AB.

Seafarers' Shortest Member Is Mighty Long On Trade Unionism

The size of a man's body doesn't determine the quality of his fighting heart, or the strength of his unionism. Brother Curt Starke is four feet high, but one of the stoutest SIU men you'll run across.

Despite his size, Brother Starke is an Able Seaman—and a damn good one. No man ever worked aloft with more agility than he, and he can splice right along with the masters.

Starke himself is a living testimony of how the SIU protects its members, for if it had not been for the union he would not today be going to sea. It was in the Spring of 1941 that the Tampa hall dispatched Starke for the first time to an American ship. The mate took one look at his 4-foot body, and refused him. The union went to bat and forced the shipowner to give him a chance. A chance was all he needed—and today he is an AB.

The sea has always held a fascination for Brother Starke. When he was a child in Germany he used to listen to the stories of adventure told by his uncle, a skipper in the German merchant marine. The uncle promised to take young Curt to sea as soon as he was "big enough." But Curt never got big enough—and the uncle refused to let him aboard his ship.

Broken hearted, he turned to the only work he could get, strong man in a traveling circus of midgets. He was the understander and supported a human pyramid on his shoulders.

About the time Hitler came into power Starke came to the United States and joined the Royal American Midgets.

"It wasn't a bad job," he explains, "but all the time we toured Oklahoma and Kansas and the Dakotas. I never got to even look at the sea. Finally I couldn't stand it any more and I headed for the Atlantic Coast."

Curt knew from past experience that the mates would give him the heave ho if they could, and so he went directly to the SIU hall in Tampa. It was J. P. Shuler, then Dispatcher, who got him seaman's papers and a job.

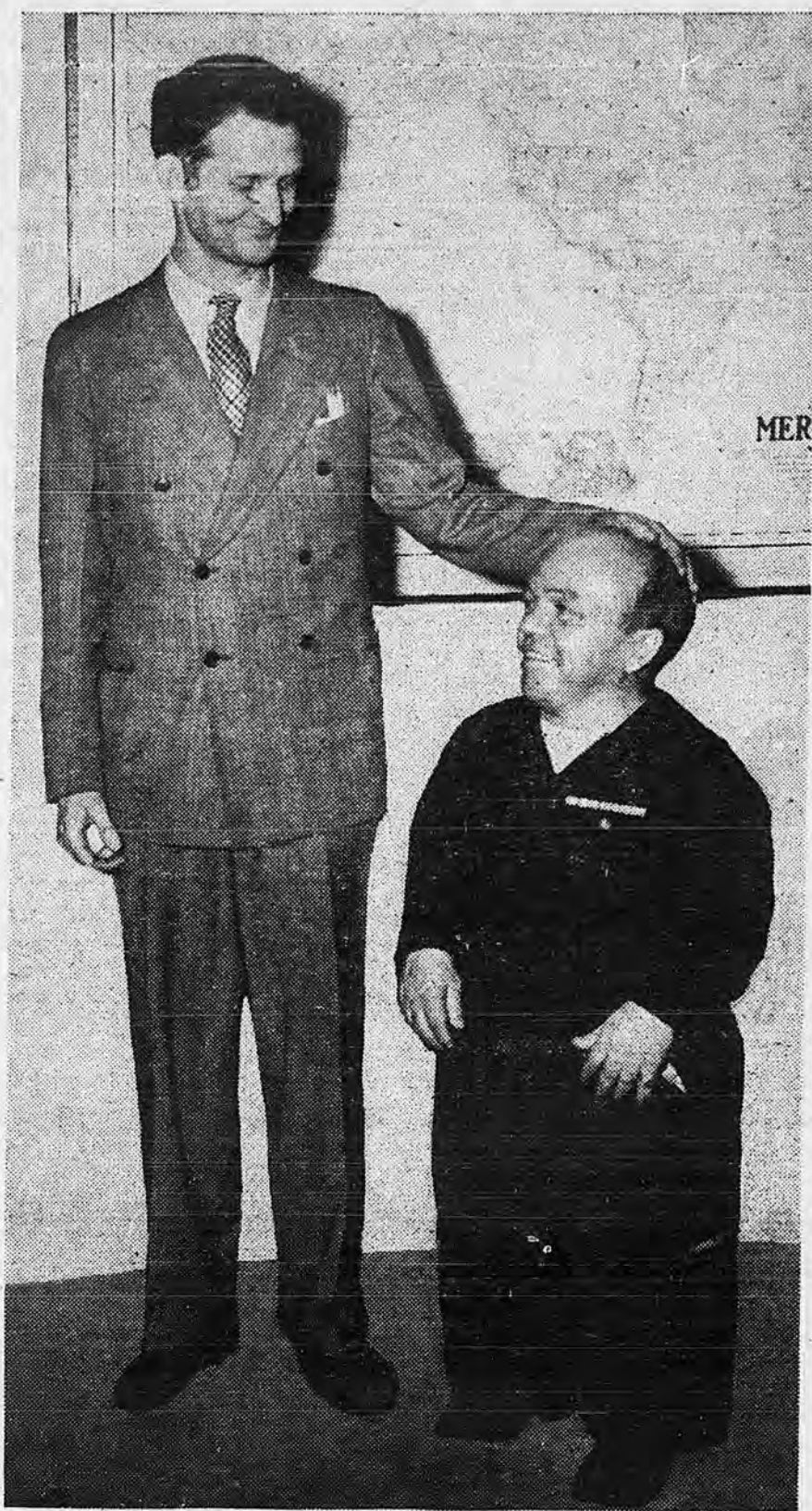
A couple of weeks after Curt had shipped out, and the boys in the Tampa hall had ceased speculating on what kind of a seaman he would make, a big truck pulled up in front and workmen began to unload a sign. The sign read, in big letters, SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA.

"Hey," yelled the Agent, "I didn't order that sign. The membership didn't authorize me to spend all that dough."

"It's all paid for, brother," said one of the truckmen. "A guy by the name of Curt Starke bought it and told us to put it up here. And up she goes."

Insurance Rate Lowered

Merchant seamen who wish to increase the amount of insurance they are carrying are eligible for wartime insurance at a lower rate. Under the new rate the cost of government insurance will be 50 cents per \$1,000 a month, instead of \$1 per \$1,000.



Brother J. P. Shuler and Curt Starke have a reunion in the New York Hall 4 years after they first met in Tampa. It was Shuler, then Tampa Dispatcher, who forced the shipowners to give 4 feet tall Starke a chance at a job. Starke is now an AB, and entitled to sail any ship in the SIU fleet.

Subs Still Menace Atlantic

WASHINGTON, April 17—In

secret testimony before it, released today by a subcommittee of the Appropriations Committee of the House, James V. Forrestal, Secretary of the Navy, declared that contrary to popular belief the German submarine menace still is serious in the Atlantic. While there are fewer submarines, he said, "they are mechanically more efficient and more difficult to catch," and the menace around the British Isles "is now a very serious one" because of a determined Nazi effort to cripple General Eisenhower's supply lines. Admiral Ernest J. King, Commander in Chief of the Fleet, cautioned the committee against "any false impression of Japanese naval and air impotency by their apparent light reaction to our air strikes on the homeland." "It will be a different story when we approach their shores to land our Army and Marines," Admiral King said.

Ghouls Are Fleecing Seamen's Families

Families of merchant seamen and servicemen are warned by the War Department against the bunco artists who may try to cash in on their grief over those who are lost.

These ghouls get the names from the casualty lists and put on an act to sell the families "memorial" specialties, "hall of fame" notices or some other bunco game. These are never authorized and never materialize, even though payment has been made by the sorrowing family.

If you hear of anybody being approached by these grave-robbers, notify the authorities at once.



LABOR SPOTLIGHT

This week all inspectors at the Packard plant in Detroit walked out, causing the day and night shifts to close down, when the management tried to increase the number of engines the men had to inspect.

This is additional evidence supporting the charge of union officials that the employers are using the no-strike pledge to install a speedup system.

The company tries to get more profit from each worker, at the same time that it hopes to goad the men into a strike, and discredit the union.

A drive to unionize 10,000 restaurant workers yet unorganized has been begun by the Hotel and Restaurant Workers Joint Board (AFL) in New York City. Among the targets are the Schrafft chain and Toffenetti's, on Times Square.

Seamen will please note that these places are anti-union.

Local 802 of the American Federation of Musicians (AFL) has disbursed \$125,977 in 1944 from its relief fund to more than 500 needy members. Most of them are over 60 and on the inactive list.

Just one more argument in favor of unionism.

American textile workers have won a minimum wage of 55 cents an hour, after more than a year's fight through the War Labor Board and other government agencies.

50,000 workers will be affected immediately, and approximately 400,000 will be benefited eventually. An increase in the basic wage had been demanded more than a year ago, but was kicked around from one alphabet agency to another. However, when the production of needed war goods, such as cotton duck, fell off because the workers were unable to live on the pitiful salaries and moved into other industries, the government saw the light.

After all the fuss and feathers trying to put the lid on the Mine Workers for their portal to portal pay demand, it is gradually becoming a national policy. The War Labor board last week ruled in favor of travel time for open pit copper miners in New Mexico.

In most mines and many industrial plants, workers have to travel great distances, in some cases as much as a few miles, from the gate to where their working time begins.

Now that the ice has been broken, look for similar demands on the part of other unions.

The American Federation of State, County and Municipal Employees is trying to hike the wages of New York City civil service workers. They are trying to raise the minimum wage to \$1,500 a year, hardly an exorbitant amount, what with wages "frozen" and prices very, very "fluid." New York has been having great difficulty in finding workers rich enough to work at the salaries the city is now paying. As a result, most depart-

ments, especially education and health, are understaffed.

Aside to Mayor La Guardia: a simple solution, raise salaries!

A gain of 4,000 members in the last year has been made by the American Federation of Teachers. And no wonder: teachers' salaries are in most cases set by law, and have been mainly untouched in recent years. Elementary union education—when an individual worker finds he cannot help himself, he gets together with others in his plight.

AFL Insurance Unit Pays Dividend

NEW YORK, April 23—A dividend of \$2.50 a share to be distributed among stockholders of the Union Life Insurance Company was announced yesterday by Matthew Woll, the president, after its nineteenth annual meeting.

Mr. Woll announced that the company, organized and owned by trade unions affiliated with the American Federation of Labor, had \$88,662,961 of individual and group life, accident and health insurance in force. He pointed out that the dividend announced was equal to a return of 5 per cent on the \$50 originally paid for a share.

LUCKY TOUR



Two years ago Julie London was just another lovely face (and body) to the movie scouts. But today she is under contract, the happy result of a long tour with the USO.

THE MEMBERSHIP SPEAKS...

CAN I MAKE
ANOTHER TRIP
SIR?



Oh Mr. Mate—Oh Mr. Mate,
Can I get on the four to eight?
I'll shine your brass and—

And just to prove how true the old song is, read the latest issue of *Colliers Magazine*. The publicity hounds of the NMU scored again, and how. The story is all about their educational work, "leadership" school and "labor-management cooperation."

Last but not least, the story tells how the NMU is teaching the boys that it is wrong to strike even in peace time. Mr. Daniel "Squeaky" Boano is the Master of Ceremonies with Professor Leo Huberman conducting the sell-out symphony. The article should have been written by Beatrice Fairfax, but since it really does show the real faker role of the NMU it does all right anyway.

Incidentally, Basil Harris, head of the U. S. Lines, happened to be around at the same time the writers were, and was highly eulogized by the NMU fakers as "a great friend of Labor and a true union man"—so soon are picket lines forgotten.

W. M.

GETS THE BUSINESS FROM COAST GUARD

Several months ago my seaman's certificates were revoked indefinitely by a U. S. Coast Guard officer in Norfolk.

When my ship was in Bizerte, the army had courtmartialed me on a couple of charges—coming aboard under the weather, taking a few nips in the foc'sle, etc. I was fined and sentenced to thirty days in the army stockade.

When I came out I shipped on another boat which was on a shuttle run. I kept my nose clean for a few months and then had another courtmartial in Marseilles, for which I was fined.

The Marseilles courtmartial record was sent to Norfolk, and that is the one where they claimed I was supposed to be present for a hearing.

My certificates were revoked in Norfolk last December, and an appeal to have the case reopened was turned down by Norfolk. I then filed an appeal with Admiral Chalke in Washington, which has to be done in thirty days. I thought my case was hopeless, so I didn't follow it up.

Several weeks later I received a card from the Coast Guard saying that if I was still interested in the case to make a notarized statement giving my reasons for thinking I should have my papers back. My main reason was that I hadn't been properly notified that a hearing was to be held, and also that up until last trip I had had a clear record.

I proved that I had never been notified; also that the Norfolk unit was very careless of the facts. I could prove everything I said by the dates on my papers

and everything was carefully investigated by Lt. L. D. Connor and Lt. J. F. Strumpf of the Coast Guard headquarters in Washington.

The outcome was that the charges against me are dismissed and my papers are OK.

The two lieutenants who helped me in Washington went to a lot of trouble. They also took responsibility on themselves by having a dispatch order sent to Norfolk. That dispatch order was a big thing as it had to be OKed by Admiral Chalke, captains, commanders, etc., It also kept the draft board off my neck as I was scheduled for a pre-induction physical.

They are also going to investigate other cases heard by the Norfolk unit; so any one who can give good reasons for reconsideration should get in touch with the Washington CG headquarters.

Duke Dushane, here in Washington, is the man who showed me how to go about all of this, and he spent plenty of his own time doing it. Duke figures that if I wrote to the *Log* and explained my case, it might help others who have had the same trouble.

SIDNEY DAY, No. 50029



Post War Jurisdiction Of Seamen

(Continued from Page 1)

aboard the ship. They snoop around the officers, trying to get them to squal on the unlicensed men. They pussy-foot among the crew, trying to pick up something on the officers. They attempt to set department against department, to make of seamen a bunch of snivlers and stool-pigeons.

And if the first mate says that the Bosun parts his hair on the wrong side—a full fledged Coast Guard trial is in order. Many a man has had his papers lifted because of some shipboard gossip picked up by the Coast Guard.

All of which means that while the Coast Guard is in control, the military has the power to pick up a man's papers and prevent him from making a living in his trade. That is what the NMU leaders are accepting. Whereas a legitimate trade union functions to protect a man's right to work, the NMU is willing to let the brass hats decide whether or not a seaman can work. The NMU has ceased to function as a trade union—it is merely a trade union cover for the labor hating shipowners and Coast Guard hierarchy.

The SIU has served notice on the Coast Guard brass hats that we intend to fight this move right down the line. This week copies of the SIU statement were sent to Congressmen and Senators, warning them that this totalitarian piece of legislation may soon be presented to them for action. If and when that happens, we shall rally, not only waterfront labor, but the entire labor movement ashore in the smashing of a military plot to take over a vital part of the country's economy, the maritime industry.

Following is the text of the SIU statement presenting to the Coast Guard by John Hawk:

*Statement
of
Seafarers International
Union of North America
Affiliated with the American
Federation of Labor*

Representative of 60,000 Merchant Seamen on the subject of proposed changes in the Regulations of the Department of Commerce attached to a notice of Hearing dated March 27, 1945 issued by the United States Coast Guard.

The Congress of the United States, in a series of enactments, codified and now found in Title 46 of the United States Code Annotated, has vested in the Department of Commerce certain powers with respect to the supervision, control and regulation of the Merchant Marine, its vessels and personnel. This is an historic policy and dates back for many years in the life of our country. The sovereign power of the United States, exercised by its Congress, and no doubt ratified by the executive branch of the Government, has found expression in these enactments or laws. Obviously, these laws should not be lightly or easily set aside, side-stepped or disturbed. Certainly, changes should not be effected by means of trick, device, or subterfuge. Any alteration in this expression of the sovereign will must be brought about solely by the employment of the same

machinery, with the same deliberation and solemnity as the original laws, as developed and amended over a period of many years.

Our country has been and still is engaged in a great war of survival. As part of his alleged war powers, the President of the United States, in his capacity of Commander in Chief of the Army and Navy, issued Executive Order No. 9083, dated February 28th, 1942 which effected the transference of all of the functions of the Bureau of Marine Inspection and Navigation of the Department of Commerce to the Bureau of Customs and United States Coast Guard. By far the greatest bulk of the functions were transferred to the United States Coast Guard.

This Executive Order, according to its own preamble, was issued solely by virtue of the authority vested in the President by Title 1 of the First War Powers Act of 1941, and "in order to expedite the prosecution of the war efforts."

These functions were transferred for a limited period of time and for a well defined purpose. It is sufficient to note that the delegation of the inherent right of the Congress to enact, maintain or change our laws was modified, if at all, to a limited extent and circumscribed with the limitations of a special emergency existing.

Among the powers of the Secretary of Commerce, incidental to the proper functioning of the laws of Congress set forth in Title 46, is the power, duty or right to draw up a set of rules or regulations to implement the main outline of functions vested in the Department of Commerce by the Congress of the United States. Need attention be called to the fact that these powers or duties were vested, as a matter of the policy of our sovereign law making Congress solely in the Department of Commerce? They were not intended to be divested from it or transferred to any other agency of the government, unless by proper process of law.

No great objection would be offered, possibly, to minor changes in the Codes or regulations, by the transference of the Commerce Secretary's powers,

provided no fundamental and permanent changes were effected thereby. This consideration then brings us to the changes in the Code proposed by the Commandant of the United States Coast Guard.

These changes in the regulations refer to the issuance of licenses or certificates to the personnel of the United States Merchant Marine. It is to be noted that in the machinery set up for the issuance of these licenses, the Commandant of the United States Coast Guard will have complete power and control of that very important function of the Bureau of Marine Inspection and Navigation of the Department of Commerce. Nothing in the proposed regulations indicates that they are to be temporary and for the duration of the war only. Therefore, it must be assumed that they will be permanent and will extend beyond the duration of the war and into peacetime.

If they be for the duration of the war only, we oppose the changes as being unnecessary, bothersome and wasteful. The end of the war is Europe is an immediate prospect. The final termination of the hostilities with Japan cannot be too far away. Changes of this character, if intended to be temporary, should have been proposed long before this time.

If the changes are intended to be permanent, then we are of the opinion that the Commandant of the Coast Guard is seeking to effect by means of a device which has been accidentally deposited in his hands by the exigencies of the war emergency, to perpetuate the control of his department, and to bring about permanent changes in fundamental policies without the consent or knowledge of the Congress of the United States. Such a move, effecting such a radical change in our fundamental law is violative of the orderly procedure of our government. It is an attempt to usurp powers, and to make laws, without the solemn deliberation and consent of the Congress of the United States. It is one of the worst examples of bureaucratic infringement

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MOVIE CABBY JOINS TEAMSTERS



Character actor Frank Faylen has played so many taxicab drivers in the films that Local 640, Int'l Bro. of Teamsters (AFL) decided he deserved an honorary membership card. Above, Faylen as he appeared in the Warner picture "No Time For Comedy" with Rosalind Russell and Ray Miland.

GALVESTON

Shipping has slowed down considerably this past week; only shipped 6 men, 2 to each department. With about 45 members on the beach scattered all over Texas, I find it hard to get men to take jobs. Guess that it is the good old sunshine that causes it. The beaches are open now and the boys like to lounge around and take in the sights. With these new style bathing suits and play suits that the gals are wearing, well, the boys do get an eyeful, and I don't mean sand.

At last the good ship Brandywine is straightened out, and there isn't a sign of an NMU stooge aboard. Brother Bryant, the ship's delegate, has done a good job and deserves a lot of credit.

Have the Albion Victory in this port in transit, with headaches. Seems that the engineers and mates never heard of Abe Lincoln freeing the slaves, until I went aboard and blew my top. Then they decided that the boys needed a little time off so knocked the gangs off an hour or two earlier.

Three Oilers, 1 AB and 1 OS want to sign off, but the skipper refuses to sign them off. His reasons are that it is too much trouble and work for himself and the purser. All Agents on all coasts watch for this vessel when it pays off, as I believe that when she comes in it will be stinking with logs.

All you members that ship out of Galveston: When you are ready to ship bring your gear with you, so that when you make a ship you don't have to go back home to pack up. Your gear can be left in the hall and be safe as this hall has a fireproof vault, which I am using partly for a baggage room.

D. STONE, Agent

NEW ORLEANS

Things are still humming in this beautiful Cajun city and your Patrolman and Agent, and Dispatcher are so busy covering ships and trying to find men to fill the jobs on the board that we are kept on the run.

There are still a lot of the oldtimers showing up here every day, some of whom we haven't seen around the Gulf in quite a long time.

The WSA pulled a hot one this week. They signed on a 13-man Steward Department on a mule wagon. Then the Army brains decided that they would not ship any Missouri Canaries on her so the WSA ordered the Steward's Department cut to 9 men. But all hands were on articles, so WSA said to cut off four men. We demanded to know what jobs were being cut out. After much arguing it was decided to cut off a 2nd Cook and Butcher, one Baker's Utility, and 2nd Cook, one Galley Utility and the Night Cook and Baker making 5 men to be let out. So these men all received one month's pay plus the time they were on articles. One Electrical Maintenance man was cut out so he got the same pay. Brothers, did the WSA and the Company try to get out of paying this money, but your officials held tight and the brothers were paid.

At the present writing, there is a lot of noise going on around here due to the workmen putting in a circulating air system in the main floor, so that the brothers

can keep cool between beers or ships.

Brother Eddie Higdon arrived in town last Friday and took over the duties of Agent, relieving Brother Michelet who has gone to New York. It is rumored that he will try to instruct Brother Shuler in the art of cooking, at least that is what he told your correspondent before leaving here. Also he said that he had hopes of getting Brother Shuler to buy a new suit.

Paid off the SS H. M. Rice of Alcoa Co. last week. A clean payoff and no beefs. There were a lot of oldtimers and ex-pie cards on her. Among them Bull Sheppard. A nice job, brothers, and thanks for the way you brought her in. Brother Greenlee ex-pie card from New York, also was on this one.

Now if any of you wish to enjoy our beautiful city and girls come on down and grab yourself a ship as there is plenty of both.

LEROY CLARKE,
GLENN MASTERSON,
Patrolmen

BALTIMORE

Shipping in this port continues to be slow, but we are looking forward to a lot of shipping very soon, due to the loading of grain in this port. However, it is to be expected that most of the shipping will be shorter runs, so save some of your money, fellows.

There is considerable talk about the bonus—when and for what areas it will be cut. I do not see why bonuses should be cut as long as one American soldier remains in Europe. There is always danger from the Nazis and their cohorts. Perhaps the steamship owners will become bighearted and include it as base pay. I am not joking. Sometimes they get an enlargement of the heart, but they usually die from it; too bad.

I have had several cases before the Coast Guard, but they were settled OK. However, let me warn some of you members, don't go around trying to beat up gunnery officers. We know some of them exceed their authority and try to run the ship, but your best bet is to take your beef to the skipper and have it entered in the log.

There is a lot of beefing regarding slop chest overcharging, and officers selling cigarettes. This is another beef you should keep track of. Then we can get together and go to the proper people and have those guys on the pan.

WILLIAM McKAY, Agent

NORFOLK

Had the Robin Adair in from a four months trip. As everyone knows the HOOLIGAN NAVY (Coast Guard hearing unit) comes aboard to see how the boys have conducted themselves. The outcome of this visit was that four men wound up on charges—two deepsea sailors (from Sheepshead Bay) and two of our oldtimers.

The deepsea men had three and four charges apiece on them and

got off with a reprimand and suspended sentences but, now we come to the old timers. One, a Fireman, was sick. He contacted the chief engineer and made arrangements to have another man stand his watch, paying him the regular rate of pay 90 cents per hour. But the ensign came aboard hours later, and without even seeing the man, said that he was not sick. At the hearing his papers were lifted for thirty days. Is this what you call justice?

The Bos'n on the Adair, another old timer, also had his papers lifted for thirty days for taking part of one day off. The mate gave him permission to take this time off but the coast guard always thinks different. Is this what you call justice?

Until such time as we can fight fire with fire be careful of what you do, go, or say as these HOOLIGANS are composed of doctors, lawyers and ankle-deep sailors.

Question: What is justice?
RAY WHITE, Agent

CHARLESTON

Business is still slow in the Carolinas. Weather is nice and the beaches are getting a nice play. E. W. Scripps, Alcoa Steamship Company, was in for a few days last week in transit. A few minor beefs were straightened out before she sailed. Had a call from Norfolk for eleven men. We sent seven from Charleston, and Brother Thompson sent four from Savannah. Thanks, Brother White, for taking some men off the beach from this small port. Expect a C-2 out of Wilmington, N.C., for the South Atlantic Steamship Company about the middle of June. It looks slow for the next week or ten days.

JAMES L. TUCKER, Agent

NEW YORK

The SS Blenheim of the Waterman SS Company paid off here last week and is to be turned over to the Danes. You will remember her as the ship that was captured from the Germans in the first part of the war and proved a headache throughout her existence as an SIU ship. However, there were a number of good jobs on her and we hate to see her go.

The SS Antinous of the Waterman SS Company also paid off with all beefs squared away.

Among the ships that paid off from the Bull Line were the SS Livingston, SS Hilton, SS John Hay, SS Sea Falcon, SS Joshua Leach and SS William Tilgman. The SS James Miller also of the Bull Line paid off here. She had no beefs. She is a small laker but generally has more beefs than would the SS Queen Elizabeth.

The Mississippi SS Company had the SS Flying Eagle, SS Frelinghauser, SS R. Johnson and SS Foster with all beefs settled aboard. The Sturdy Beggar, also a Mississippi ship, paid off without any beefs. She has been a prize headache heretofore.

Among the South Atlantic ships paying off were the SS S.

Leacock, William Lee, John Gorey, Fetchner and the Schick-Shinney. All beefs were squared away on them.

The Robin Line had the SS Ida Morris, James Gunn, Sidney Lennier and the Samuel Griffin.

The SS Gallen Stone of the Eastern SS Company paid off. This was her Maiden Voyage and she came in exceptionally clean for a ship on her first trip. We also had the Alexander Clay of the Eastern SS Co.

Smith and Johnson paid off four ships. The Overlakes three, and the American Range Line had the SS Gregory as her only payoff. All beefs on these ships have been squared away to the satisfaction of the crews. We had a number of sign ons all squared away.

This makes our third consecutive busy week, so shipping should be in full swing here for a while. Now and then you hear men grumbling because they can't ship out, but in this case you generally find that there are four or five buddies all wanting to ship Bos'n or Deck Eng. on the same ship of the C-Type preferably.

We are glad that the Seafarers have a good payoff record to brag about as it seems all the Maritime Unions are boasting at this time. The NMU's main boast is the number of jobs that they are finking out and the official organ of the MFOW has to brag about the NMU's finking, as the rank and file of the MFOW seem to be so thick that the Commissars have not been able to educate them into the art of keeping them sailing under scab circumstances.

The balloting committee on the amendments to the Constitution and the additional \$10.00 strike assessment is under full swing and the members are

AUTO LICENSE BILL FOR SEAMEN OK'D

ALBANY, April 7—Members of the merchant marine will not have to worry hereafter about extension of their State motor vehicle licenses as long as they are in the wartime service. The bill to place members of the merchant marine on an equal footing with members of the armed forces, as far as operator and chauffeur licenses are concerned, is now law by Governor Dewey's signature. The bill applies to licenses to members of the merchant marine who have been in service since Aug. 16, 1940.



showing their interests in maintaining a democratic policy and protection from the shipowners by casting their votes.

J. P. SHULER, Patrolman

Shipping has picked up this week, probably will continue for quite a spell to come. We also have sent a few men to the lakes and quite a few to the west coast for Pacific shipping.

We do have some difficulties in manning some of the Calmar Company ships, especially the Ore boats, but if there is any member who really wants a steady run. I'd say come to New York and take one of the Ore boats. As we all know, just yet they do not have first class hotel accommodations, but with a few good book members aboard, I am sure that something can be done to bring them to a fair condition. As we all know, every one can't sail the C-2s, so why not take a vacation trip aboard one of the Calmar Ore boats... eh, what?

Attention, Engine Department, especially Assistant Electricians: I had been advised on more than one occasion here in New York, by reliable sources that an experienced FOW can sail under that rating without having that endorsement, and in the event that you do have difficulty in signing on in New York as Assistant Electrician by the U. S. Commissioner, take note: take commissioner's name; go to the nearest phone booth and call Whitehall 3-2300, extension 174, and ask for the Commander in charge. Explain the situation, and I am sure that the error can be rectified. But where the SIU has a contract with the Company specifically stating that their Assistant Electricians must have the endorsement, then we can't, under the circumstances, help you out.

This week we have been hit again with that certain negligence which causes confusion among the members and extra work for the dispatchers. It must be an awful hard job for some of you to let us know when you are dispatched and don't take the job, to let us know that you are not taking the job. The WSA is making good use of our membership's laxity. They generally fill those jobs for the Companies. Then you come in and want your registration card back. Then the same old argument again—I didn't know this or that.

I'd say, study the reverse side of your assignment card when you are dispatched to a job. Then there will be less headaches for everybody.

Four hours is sufficient time for a man to pass the doctor and look the ship over to decide if he cares to take the job or not. He can call by phone or come to the hall and immediately let us know. Others are probably waiting for the job that he doesn't want. How about a little cooperation on this? What say, boys, do we get it?

After all, a lot of you feel damn hurt when you come back five or six hours later and want your regular card back, and then are told that you have to register all over again, because it's after the four hours. You lose all your previous day's advantages you have had and you burn up about it. But how about the guy that you beat out of the job? Perhaps that ship was going where he wanted to go, and it was your

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Heroic Actions Of SS Bacon Crew Retold In CBS Dramatic Program

(Continued from Page 1)

SOUND: SHIP'S DIESEL ENGINES—SOUND OF GALLEY—DISHES, ETC. HOLD ALL BEHIND:

JIM: Hey—Johnny! Got anything in the refrigerator?

JOHNNY: You guys make me sick. All you do is eat!

JIM: C'mon! Be a good cook an' rustle somethin' up for us.

CHARLIE: Yeah. We've just come off watch. An' we're hungry.

JOHNNY: If you'd look around you'd see a plate of sandwiches—there on the table. Is that enough or do I also have t' feed you?

CHARLIE: Well—that's more like it!

JIM: How 'bout some coffee?

JOHNNY: In a minnit—in a minnit...

JIM: What's that you're cookin'?

JOHNNY: This? Well, I—one of those Norwegian kids ain't feelin' so good. I'm fixin' some milk toast and...

JIM: I don't mean the milk toast. I mean that smell like roast beef...

JOHNNY: That's what it is—roast beef. Those women an' kids look like they've never tasted good American beef.

JIM: Thought you weren't goin' t' cook for 'em!

JOHNNY: What're you talkin' about?

JIM: That's what you said.

JOHNNY: I said no such thing. And if you go around puttin' words in my mouth—I'll put you out of my galley!

JIM: Okay—okay!

CHARLIE: (EATING) These sandwiches are all right.

JIM: Johnny always makes good sandwiches.

JOHNNY: Cut out the blarney!

CHARLIE: Where'd those refugees come from?

JOHNNY: I heard the Captain say they're from some island off Norway. The Norwegian underground got word to England that they were starvin' there. They were rescued an' taken to Russia. Now we're takin' 'em to England. And I'll cook roast beef for 'em if I want to!

CHARLIE: Okay—okay!

MUSIC: UP AND DOWN—FADE OUT BEHIND:

NARRATOR: The convoy moved on West through the Norwegian Sea and into the North Sea. This happened just a few weeks ago but spring had not yet come to that part of the world. The weather was heavy. The sea was gray and cold. An icy wind blew through the convoy. It penetrated layers of sweaters and heavy jackets. Fingers froze inside the warmest gloves...

MUSIC: OUT

SOUND: SEA AND WIND—SHIP'S ENGINES—HOLD BEHIND:

JIM: We've lost the convoy again.

CHARLIE: Second time we've lost it in three days.

JIM: In this fog you could lose twenty convoys. I never saw it so thick.

CHARLIE: Maybe we're in contact with 'em by radio.

JIM: Not a chance. We can't use the radio. Some Nazi might pick us up.

JOHNNY: (BRING IN) Coffee—coffee—anybody want coffee?

CHARLIE: We sure do.

JIM: Johnny—you're a pal!

JOHNNY: All right—here's your cups. Hold 'em up an' I'll fill 'em for you.

JIM: Hey! There's a patch of blue sky.

CHARLIE: The fog's liftin'!

SOUND: BRING IN PLANES—FROM DISTANCE BEHIND:

JOHNNY: Yes, sir! We're comin' outta the fog.

JIM: Look at that sunshine. All of a sudden it's a beautiful day. Just look...

CHARLIE: Wait a minnit...

JOHNNY: Come on! I can't stand here. Lemme pour this coffee. I got work t'...

CHARLIE: Quiet!

JOHNNY: Huh? What is it?

CHARLIE: I hear planes. A lotta planes...



JIM: Yeah. So do I.

JOHNNY: Yuh don't s'pose...

SOUND: GENERAL QUARTERS

VOICE: (FILTER) Battle stations! Man your battle stations!

MUSIC: STING—FADE OUT BEHIND:

NARRATOR: Twenty-three bombers and torpedo planes came out after the convoy. They found the "SS HENRY BACON" sitting—alone and unprotected—like a duck on a pond. And they came in for the kill.

MUSIC: OUT

SOUND: ZOOM OF PLANES—ACK-ACK BATTERIES—HOLD BEHIND

NARRATOR: The gun crew barely had time to man their batteries before the bombs began to fall.

SOUND: BOMB EXPLOSIONS BEHIND:

NARRATOR: As the bombers came in they met a blazing barrage of ack-ack fire. Five of them were shot down within a few minutes. But the others came back—again and again. They dropped their torpedoes in the water. One of them struck the "HENRY BACON" under the Number Five Hatch.

SOUND: EXPLOSION.

VOICE: (FILTER) Abandon ship! Abandon ship!

NARRATOR: The vessel began to settle immediately. Her crew lowered the four life boats. One had been damaged by the weather and capsized immediately. The second was smashed to bits as it was lowered away. The other two were launched successfully. Into the first went the nineteen

refugees. Into the other went as many of the crew as it would hold...

SOUND: WATER SLAPPING AGAINST LIFE BOAT—HOLD BEHIND:

JOHNNY: The Bos'n and some of the men are trying to build a life raft.

JIM: Hey—look! The Chief Engineer's gettin' out of the life boat—givin' up his place to one of the kids.

JOHNNY: How many men are in that life boat?

JIM: Looks like fifteen crewmen and seven gunners...

JOHNNY: And that's all she'll hold!

JIM: What're we gonna do?

JOHNNY: We're gonna swim. Come on, boy! Over the side!

MUSIC: STRING—HOLD BEHIND:

NARRATOR: The Nazi planes came back to strafe the life boats and the seamen swimming in the water. The master of the "HENRY BACON" and all of her officers but one were lost. With them were lost many of the crew. Men from Dayton, Kentucky; Robinson, Illinois; Revere, Massachusetts; Chocowinity, North Carolina; Jersey City, New Jersey. Americans from a dozen of these United States. One of the rescued seamen has written a poem about the heroes of the SS HENRY BACON. It begins...

CHARLIE:

The ship was the SS HENRY BACON

The name we remember so well,

She was searching for the long lost convoy

When down came the Angels of Hell.

MUSIC: UP AND OUT

NARRATOR: Those heroic members of the "HENRY BACON's" crew sacrificed their lives—gave up their places in a life boat—so that refugee Norwegian women and children might live. Just recently, Admiral Land, Administrator of the War Shipping Administration, received the following message from Crown Prince Olav, commander-in-chief of the Norwegian forces. It read, in part...

MUSIC: SNEAK IN BEHIND:

NARRATOR: "I am in receipt of a communication from the Norwegian High Command in London, commending highly the spirit, loyalty and ability of the officers and crew of the vessel HENRY BACON, of the United States commercial fleet. On receipt of this heroic tale I find it incumbent upon me to express to you, Sir, my appreciation and admiration of the outstanding discipline and self-sacrifice displayed by the officers and crew of the HENRY BACON, in pact with the finest tradition of American sailors."

MUSIC: UP TO END.



INSURANCE BENEFITS COME THROUGH



Union members are receiving the first benefits from the insurance fund which was recently inaugurated by the New York Hotel Trades Council (AFL). Above, the first check is paid to the widow of a member by Pres. Axel McConney of Local 144, Hotel & Club Employees while her son looks on.

SIU Fights Coast Guard Grab

(Continued from Page 5)

upon the rights of its citizens and upon the functions of the other branches of the government.

We state, as a matter of policy, at this juncture, that the SIU of North America is unalterably opposed to the intervention, to even the slightest degree of a military branch of the government in the affairs of the Merchant Marine.

The experience of the thousands of seamen whom we represent, with the temporary transference of the powers of the Department of Commerce, has been unsatisfactory and distasteful. This is not the time or place to draw an indictment of the conduct of the United States Coast Guard, of the affairs of the Bureau of Marine Inspection and Navigation, of the Department of Commerce. Briefly, it may be stated that the policy of this country has always been to confine the military functions of its government in their proper sphere. Our experience with the Coast Guard during the course of this war verifies and confirms soundness of that policy.

We object to the intrusion of the United States Coast Guard into the affairs of the Merchant Marine, a civilian activity. We fear the effect of such intrusion and encroachment upon the rights and gains that we have won over the course of many years. We believe that control over the issuance of seamen's licenses and papers may prove the opening wedge for future incursions into the Maritime Industry. We fear that this control can and may be exercised in such a way as to injure and emasculate the labor organizations which have thus far been responsible for the great improvement in the lot of the American merchant seaman.

For these reasons we object most vigorously to any changes of any kind in the regulations of the Department of Commerce affecting the maritime industry, at the hands of the Coast Guard. We say that your time has passed and is passing and that you should gracefully retire from the situation with the emergency that created you. The violent reaction of the Congress of the United States, both branches, to the attempt to foist the War Manpower Control Bill upon this country is the best indication of the atti-

tude of the people of the United States toward this type of maneuver, the real object of which is to extend, solidify and rivet down the tenure of office of certain government employees.

Government by fiat or decree must be shuffled off, as repugnant to our institutions, and true Constitutional government restored.

Respectfully submitted,
JOHN HAWK
Vice President
Seafarers International
Union of North America

PORT NEWS

(Continued from Page 6)

fault that he didn't get the job. Think how he must have felt too. I bet you a nickle to a rotten egg, he felt the same as you did about losing your card.

And to Cpl. Wilson, where ever you are: Long time no hear from you. What gives? And believe it or not, I can still squawk and holler with the best of them. Why don't you write now and then? And also any of the oldtimers of the SIU of NA who are in the armed forces, write and let us know where you are, and here's good luck and happy hunting to you all.

W. PAUL GONSORCHIK,
Dispatcher

MOBILE

Things have been very rushing around this port. We lost one of our best Patrolmen last week out of this port, who is being sent out to the Coast as an organizer. We rank and filers out of the Gulf hate to lose Brother Kimball, but it will benefit the organization by him going to the coast.

Paid off the Cape Texas (Bull Line) after two days continuous arguing, getting all the overtime beefs straightened out, or what I thought was all the beefs. When the ship paid off the boys said they were short forty or fifty hours. This overtime was not turned over to me. If it had been turned over to me I would have got it straightened out with the company trouble shooter.

We have the Unico in. Had a few minor beefs but were taken care of. Also the Pan Orleans.

Well, that is all for this time. Hoping to see some of you old heads down this way soon.

G. BALES, Agent



BULLETIN BOARD

Unclaimed Wages—Mississippi SS Company

A					
Abear, Frank W.	3.96	Allen, Ulric C.	11.85	Bacon, L.	.60
Abrams, Orville E.	3.67	Allie, Abram	11.58	Baggis, A. D.	3.00
Adams, Donald R.	.99	Allison, Blair	2.14	Bailey, Alphonse	5.23
Adams, J. B.	.93	Allmont, Nathan R.	113.44	Bailey, Andrew	11.38
Adams, James H.	2.18	Alston, Robert	1.58	Bailey, Delmar A.	18.15
Addison, Grady W.	28.11	Alvarado, Enrique	123.75	Bailey, Edward E.	1.98
Addison, Walter O.	2.36	Alves, Louis	8.53	Baisley, Raphael W.	1.42
Agol, Bertram	1.42	Amen, Robert C.	11.98	Baker, Joe D.	2.08
Ahlstrom, Ellis	.93	Amenta, Sebastian J.	9.97	Baker, Lehman	.33
Aiello, Michael	47.40	Ames, Joseph O.	1.98	Baker, Myron C.	31.36
Aiboll, L.	.74	Ames, R.	1.79	Baker, Walter	.17
Akin, Roy J.	14.56	Ammons, James C.	2.13	Baker, William L.	10.05
Albert, John	1.98	Ammons, P. E.	47.00	Baldwin, Thomas B.	4.75
Albritton, Richard M.	5.70	Amos, Floyd R.	1.48	Baldwin, T.	4.75
Alderson, Elmer S.	13.53	Amos, John S. Jr.	76.84	Ballard, Alvin	15.59
Alexander, Benjamin	9.42	Anagnostov, A.	2.23	Bamberger, Edward O.	1.97
Alexander, D. W.	8.53	Andelario, Amadeo	12.48	Bande, Wm.	2.13
Alexander, L. C.	4.50	Andelim, L.	26.60	Banks, Harold C.	8.27
Alexander, R. L.	23.00	Anderson, Arthur	2.89	Barbee, Richard	6.77
Alfano, Biaggio	.71	Anderson, Arthur H.	3.98	Barbello, Peter	1.42
Alfaro, Lloyd J.	2.84	Anderson, Eugene B.	1.43	Barber, Elmer D.	3.17
Allen, Clyde R.	9.87	Anderson, Ernest	1.99	Barnfield, Emmery S.	.99
		Anderson, Frank, E.	137.46	Barbee, Glade R.	2.64
		Anderson, Frank W.	56.72	Barker, Wm	2.31
		Anderson, Fred	1.78	Barkowski, Robert A.	2.64
		Anderson, George	3.30	Barksdale, Walter R.	5.07
		Anderson, J.	.04	Barlizo, Fileman	11.40
		Anderson, L. H.	32.00	Barnes, Alan L.	9.70
		Anderson, L. J.	7.76	Barnes, Ellsworth P.	2.53
		Anderson, Niels D.	2.96	Barnes, Edward T.	1.02
		Anderson, Norman D.	20.28	Barnes, Robert D.	98.75
		Anderson, Ronald	179.84	Barnes, Sidney C.	10.80
		Anderson, Robert G.	15.62	Barnett, Glenn H.	98.75
		Anderson, Vincent	.53	Barnett, T.	1.65
		Anderson, Warren R.	2.82	Barnum, LeBaron	1.19
		Andrews, Edgar C.	44.72	Baron, Waldamer	31.91
		Andrews, G.	21.13	Barrantine, James	1.98
		Andrews, N. R.	28.00	Barrett, Daniel J.	2.97
		Andrews, F. W.	46.00	Barrett, Kenneth D.	1.58
		Angotti, G. J.	46.00	Barrett, Richard	35.10
		Angell, Mrs. A. F.	12.50	Barrett, Thomas F. Jr.	9.37
		Annis, Albert A.	3.63	Barrett, W. A. Jr.	42.00
		Anoyo, M.	6.00	Barrett, William P.	2.54
		Antezak, Anthony B.	5.26	Barrett, Wm	1.25
		Anthony, Joseph S.	92.16	Barringer, Jos. E.	5.69
		Arabie, Joseph	.82	Barron, Joseph F.	2.23
		Arceneaux, R.	2.80	Barronse, Rollan L.	16.85
		Archer, Victor Sealy	2.23	Barrosse, Beverly O.	7.82
		Ardone, M.	1.98	Barrows, Cornelius Jr.	3.96
		Argiz, Cosme	.40	Barrows, Robert S.	6.77
		Arma, Pio	9.24	Barry, Robert W.	.74
		Arman, A.	2.06	Bartlett, Thomas H.	11.28
		Armstrong, J. G.	172.82	Barton, Cilieve C.	.53
		Armstrong, Ralph	7.82	Barton, Russell C.	2.84
		Arnad, E.	10.80	Bartter, T. W.	.41
		Arnio, E. A.	.01	Basmente, Frank S.	.99
		Aronson, Leon	6.08	Bateman, William M.	5.94
		Arroyo, M.	6.84	Bates, Raymond A.	6.06
		Arthur, John J.	1.42	Bates, William I.	2.14
		Arthur, Arvant	3.00	Battle, James M. Jr.	1.78
		Arzamendi, Joseph	.83	Battle, Martin J.	2.85
		Ash, Andrew	8.08	Baudy, Thomas A.	20.09
		Ash, Bernard	40.17	Bauer, Helmuth E.	5.75
		Ashley, Floyd L.	.79	Bauer, Walter E.	2.47
		Ashman, Daniel	7.82	Baughman, Wm.	3.21
		Ashmussen, S. G.	3.95	Bause, Wm.	3.94
		Asplund, Raymond Oliver	9.95	Baxter, Richard D.	5.60
		Atkinson, W. D.	12.08	Baxter, Thomas	.10
		Atwood, Robert T.	2.87	Bayer, Edward S. Jr.	25.52
		Aubert, Golden A.	3.96	Baylor, Robert	7.11
		Augulevicious, Frank I.	3.76	Bazemore, Reginald	.71
		Augustin, H. T.	.33	Beachley, Donald S.	7.11
		Auslitz, John	4.27	Beall, Thomas S.	4.36
		Austin, Weldon E.	5.94	Bearwood, J.	1.20
		Avelis, Frank J.	11.86	Beasley, G. C.	42.00
		Avelleno, P. G.	36.00	Beatus, Salo	11.88
		Avera, Philip J.	6.13	Beaufort, Paul T.	10.15
		Avery, Arthur	7.52	Becker, B. H.	2.09
		Avogostan, A.	33.95	Beaumont, Robert	2.23
		Axelsson, John A.	2.23	Becker, J. D.	2.25
		Ayres, Robert E.	.42	Becker, Theodore	14.48
				Beecroft, Charles	.04
				Beeler, Howard	5.75
				Beem, H. J.	5.94
				Beeson, W. E.	18.00
				Begn, J.	9.80
B					
Babbitt, Charles A.	13.15				
Babil, Albert	16.45				
Bacon, John H.	2.12				

Money Due

SS JESSIE METCALF
Paid off in Boston, March, 1945
A. A. Waichekauskas, Oiler, 24 hours dumping oil; W. Siht, Carpenter, 8 hours for greasing runners; Bissonett, Boatswain and Kellum, AB, each have 2 days' pay and subsistence. Chief Cook and 2nd Cook and Buerkle, Messman, splitting 202 extra meals. W. N. Rollins, FWT, 10 hours water test. W. A. Sanders, FWT, 14 hours water test. Collect at Eastern SS Company office in New York.

SS E. W. MOORE
R. H. Richrode
Cook \$60 due for division of wages as agreed upon between Agent and Cooks. Collect at Waterman SS Co., 19 Rector St., New York.
(Submitted by New Orleans branch)

PERSONALS

The following men have left their seamen's papers in the Baltimore hall:

John Martorella; J. N. Weber; W. Lee Draper; J. F. Trumbull; and R. G. Barrett.

Will holder of Receipt No. 78492 please see Patrolman J. Hudson in New York.

Holder of receipt number 39772 see Patrolman S. Colls, fifth floor of the New York office.

EVERET L. PENN and BYRON R. DeFORREST
Your seamen's papers and baggage, which you left on the SS John Blair, are held at the New York office.

COONEY, Book number 33978, and **MUNTASGHA**, Book number 33804 see Joe Algina, fifth floor, New York office.

Notice For All In-Patients

If you are in a marine hospital in the New York area and want to be sure that the SIU hospital delegate visits you, simply drop him a penny post card and write your name, ward number and hospital on it. You will then be visited weekly, receive the Seafarers Log regularly, and get the \$2 hospital benefits due under the provisions of the Constitution. If you don't let the union know that you are laid up, the delegate can't be blamed for failing to visit you.

