

Joint Maritime Commission Asks Improved Safety Rules; Fails To Act On Larger Issues

U-BOATS TIPPED OFF ON SHIPPING

Capt. Gunar Gjertsen, of Brooklyn, told a story about the sinking of his Panamanian ship that indicates U-boats in American waters are being well informed of U. S. ship movements.

Gjertsen, whose ship was torpedoed in the Caribbean on June 23, said that when the U-boat commander asked him the name of his vessel, "I told him and he pulled a book from his pocket and fingered it with a puzzled expression on his face. I guess he didn't find our ship listed. We had changed her name just before we left port."

One crewman was killed. He was Chief Engineer Harry Hovland, of Staten Island.

RELIEF ASKED FOR FISHING INDUSTRY

WASHINGTON, July 10. — Mandatory legislation requiring the Maritime Commission to procure 100 or more fishing vessels to replace the 427 requisitioned by the Government for war use was advocated today by Representative James C. Oliver (Rep., Me.), member of the important House Committee on Merchant Marine and Fisheries.

Representative Oliver, who introduced a bill which would authorize the Maritime Commission to make loans to fishermen desiring to replace craft requisitioned by the Government, and which is now under consideration by the Bland committee, said he has become convinced that something more drastic than permissive legislation is needed to relieve the situation caused by a threatened loss of one-fourth the annual fish catch of the United States.

NOTICE!

CREW OF ROBIN LOCKSLEY

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DOMINATION OF CONFERENCE BY BRITISH SHIP OWNERS NOTED BY SEAFARER'S DELEGATE

by

MORRIS WEISBERGER

VICE PRESIDENT, S.I.U. — NEW YORK AGENT, S.U.P.

Brothers:

I have just returned from the 12th Session of the Joint Maritime Commission, held in London June 26th to June 30th, 1942. My report to you has been delayed due to the fact that censorship prevented my forwarding it from England and I had to wait until arriving back in this country to prepare it.

This conference, which was attended by both unions and employers of the maritime countries of the United Nations, was supposedly called for the purpose of improving the economic and social conditions of the seamen throughout the world. While I consider it a privilege and honor to participate in this conference, and while there were certain gains made, I feel it is my duty to also report the shortcomings of the Joint Maritime Commission.

The following are what I would consider as gains made by the unions at the session just ended:

First, good resolutions were passed in regard to life saving equipment aboard ships. This is, of course, a vital question in war time and the concrete suggestions made by the conference should help cut down the high seaman casualty rate. I must report that both the shipowners and the union delegates were unanimous in their opinion that no cost should stand in the way of affording the seamen the best possible life saving equipment. At the end of my re-

port is listed the concrete suggestions in this regard made by the Commission.

The second gain was that during the detailed discussion of seamen's welfare, the workers' group urged the elimination of all ideas of "charity" from the treatment of seamen in ports. This principle was supported by the owners' group. Both groups emphasized the need for treating the seamen on shore as a citizen equal in every respect to all others in the community.

The third gain was that the marked inequalities of treatment of seamen of certain nationalities, including Chinese, Indian and others, was noted and condemned by the Commission. Although the final resolution adopted was not as forthright as the workers' group had hoped that it would be, still it was a step in the right direction and was approved by the Chinese and Indian delegates.

The International Labor Office is primarily a fact finding body. The Commission, therefore, went on record requesting the I.L.O. to intensify its study of the wages, hours and working conditions of maritime workers and to present to the next conference practical suggestions for the general improvement of the lot of all seafarers.

One thing should be kept in mind by all seamen
(Continued on Page 2)



THESE UNION DELEGATES TO THE JOINT MARITIME COMMISSION MEETING IN LONDON WERE PHOTOGRAPHED ON THE STEPS OUTSIDE THE MEETING HALL. THEY ARE (LEFT TO RIGHT): C. JARMAN (BRITISH), J. TUDEHOPE (AUSTRALIA), H. F. CHU (CHINA) AND MORRIS WEISBERGER (U. S. A.)

SEAMEN'S MEDAL BEING DESIGNED

Admiral Emory S. Land, Chairman of the United States Maritime Commission, yesterday announced that Paul Manship, outstanding medal designer, has been requested to create a design for a distinguished service medal to be awarded merchant seamen who show outstanding conduct or service in the line of duty. A committee within the Maritime Commission was established several weeks ago under Vice Admiral A. P. Fairfield as chairman to examine reports of heroic and outstanding deeds of merchant seamen who have braved enemy attacks.

TWO LINES AGREE TO PAY SIU SCALE

Two steamship companies operating out of Detroit agreed Tuesday to pay the Great Lakes Seafarers' wage scale of \$178.00 for rated men and \$138 monthly for unrated men and 95c per hour for overtime, with the proviso that if the War Labor Board directive order awarded the Seafarers a higher scale, they would make up the difference. However, if the WLB order is for less money, the above rate will be maintained.

The two companies are: Bob-Lo Steamship Company and the Ashley-Dustin Steamship Company.

Negotiations are in progress now with the other passenger vessel operators, with the view of reaching a settlement on the same basis.

NOTICE - STEWARD OF ALCOA CARRIER

Will the Steward of the trip ending May 14, 1942 please get in touch with W. L. Hartley, U. S. Maritime Officers Training School, Fort Trumbull, New London, Conn.

BULLETIN

Seafarers win representation election over Independent Union on Pere Marquette Railway Car Ferry. Fleets on Lake Michigan and Detroit River involving approximately 350 men. Vote by 152 to 118.

MARDY POLANER,
Seafarers Int'l Union
Great Lakes District.

Published by the
**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.

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 PUBLICATION TO:

"THE SEAFARERS' LOG"
 P. O. 25, Station P, New York, N. Y.
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Out of the Focs'l

by
 J. L.

A porpoise seemed to be the cause of a sinking recently. Joe Lupton, looking off the stern, asked the gunner what that object was and he replied that it was a porpoise. A minute later a torpedo hit the ship. It was on the same ship that we lost the first woman in our organization, Stewardess Kimbro. Mrs. Kimbro was popular with all the boys along the Coast, and her many friends will sure miss her.

△ △ △

On one ship we lost 29 brothers. Those that were saved were blown off the deck into the sea, and were able to swim over to the raft. Harold Dayse who couldn't swim, was picked up by the Sub crew and placed on the raft. He was the only survivor of the Stewards department.

△ △ △

Survivors of one ship that was shelled and sunk back in April have just arrived in New York. Some of the boys may feel that the old man was a murderer, but Jim Trumbauer feels that the Captain made an honest mistake. Believing an approaching cruiser to be British he put up a flag. The cruiser swerved around, and suddenly gave them a broadside with all guns blazing. It was too late for the old man to do anything then. Those that were saved jumped over the side. Jim Trumbauer put a mattress over his head and saved himself from the flying shrapnel. It sure was a tough experience.

△ △ △

Some of the brothers were amazed at the heroism of the gun crew on one ship as the vessel started to go down stern first—they strapped themselves to the gun and kept firing away, and never left their positions, even though it was a hopeless effort. Such loyalty should bring victorious dividends in the near future.

△ △ △

John (Tarzan) Gibbons and his brother Bill, have had their first experience with torpedos. They're ready for the next show. Blaisdell (Willie) Willis, former AB aboard the Azalea City, is now sailing out of New Orleans as a 3rd Mate. Andy Coffill is also a 3rd Mate. Charles Cooper has retired, and has joined the officers training school group. We are happy to report that the Log erred in listing Emil Janke, John Danks and Fred Sweder as being lost. They came to New York to inform us of that in person. Abraham Rider has two letters awaiting him in Headquarters.

In Union There Is Strength

I'll rise up in my humble state, I'll go to any length,
 To give voice to the adage that, "In Union there is strength."
 And the reason for my argument is very plain to see,
 For the strength that is in union is no mystery to me.

You'll see the light, my brothers, and you'll realize it is true,
 When you've real or fancied troubles and it goes to bat for you.
 When it rubs out all your headaches, and runs your trouble down,
 For, there's always something doing when the union "goes to town."

Time was when I was headstrong, ere I had wiser grown,
 And thought to win my battles, and to win them all alone,
 It all sounded heroic, but when all is said and done,
 They were as few as hen's teeth, the battles that I won.

So in these times of storm and stress, I've come to see the light,
 And glad to have substantial aid beside me when I fight.
 For what I deem should be my lot in my remodeled mind,
 It's comforting to know there's help beside me now I find.

Just take a tip from one who knows, in Union there is might,
 The only thing they ask of you, is that your cause be right.
 Then when the battle's over, and your headaches are no more,
 They only say, "Bud, what the heck? That's what the Union's for."

— from the MMP

The Maritime Commission Ignores Vital Problems

(Continued from Page 1)

when they read the resolutions adopted by this conference: they are recommendations and only that! The Commission has no power to enforce these suggestions upon any government or any individual or shipowner or union. The concrete improvement of seamen's conditions still remains with the various labor unions and will be accomplished only when the unions are strong and militant. This does not mean that the Joint Maritime Commission serves no purpose, for it does spotlight certain wrongs suffered by the seamen. But the actual correction of those wrongs remain in the arena of direct collective bargaining between the men and their individual employers.

The fact that more thorough reforms were not forthcoming from the conference, was due to the composition of the body itself.

The Joint Maritime Commission is composed of both shipowners and unions, each group having equal voting strength. This meant, in effect, that no reform could be adopted which met the opposition of the shipowners.

To correct this evil and alter the balance of power, the union delegates from the United Nation countries (with the exception of myself) wanted to make the Commission a tri-partit body. That is, they wanted equal representation for shipowners, unions and government. Their reasoning was that in the past they had adopted many platforms at the conferences, only to have the individual governments refuse to ratify them. Once the governments were a part of the conference, they reasoned, they would be morally bound to accept its decisions and to enforce the suggested reforms.

Before leaving the United States for the conference, I received very definite instructions from my union. Paragraph three of those instructions read as follows:

"We (SIU-SUP) are opposed to joint boards of labor, operators and government. We firmly believe that the disputes and conditions relating to merchant seamen should be directly handled between the shipowners and the unions. With the three-cornered boards composed of government, operators and unions the seamen have two strikes against them because, in the final analysis, invariably the government will take the side of the shipowner. Furthermore, the seamen do not want to be serfs or wards of the government. Seamen are free men and should be allowed to maintain their status as such."

It is obvious that the suggestion for a tri-partit body ran directly counter to these instructions which have been one of the guiding principles of the SIU-SUP.

I had no alternative, therefore, but to oppose the move to bring government into equal partnership in

the Joint Maritime Commission. Mine was the sole dissent on this question as far as the union delegates were concerned. While the union delegates presented and supported this proposal, the conference finally tabled the entire question with the plan to bring it up at the next session of the Commission.

It is my opinion that much of the inability of the Commission to solve the vital issues facing the seamen, was directly due to the domination over the Commission of the British shipowners.

They have, in the past, succeeded in nullifying much of the good work of the Commission and the International Labor Office. For instance: The 1936 meeting of the I.L.O. passed certain resolutions in regard to hours of work, manning, etc. Although these resolutions were adopted by the majority of the delegates, the shipowning interests succeeded in preventing ratification by the British Government. At the 1942 meeting, the same interests continued to oppose ratification of the 1936 resolutions.

However, in spite of the many shortcomings of the Joint Maritime Commission, I have the conviction that the 1942 meeting was worth while and that certain progressive steps were taken, however few.

In the past years the ISU delegates made decisions that were never referred to the membership or ratified by them. This lack of democratic procedure left in the hands of the ISU leadership the power to make important decisions entirely on their own.

It is my opinion that this practice, which was also followed by other unions, has led the Commission to expect that all delegates will come armed with complete authority to make decisions that shall be final and binding without ratification by their own members.

It is also my opinion that this is contrary to the established procedure of the SIU-SUP where the power of ratification of all binding decisions rests with the membership. It should be clearly understood by the Joint Maritime Commission that our delegates to all future sessions are bound by this principle.

In conclusion, it must be kept in mind that since the departure of the I.S.U. from the maritime field, this is the first time the SIU-SUP has sent a delegate to the I.L.O. conference. I believe that future conferences should be attended by delegates from our Union. Although this conference has not lived up to my expectations as to positive benefits for seamen, nevertheless, they are steps in the right direction, because of the opportunity of closer cooperation with the seamen of other maritime nations.

Respectfully submitted,
 MORRIS WEISBERGER,
 New York Agent, S.U.P.
 Vice President, S.I.U.

Safety Rules Adopted By Joint Maritime Commission -- London, June 1942

The Joint Maritime Commission,

Having examined the measures now in force in a number of countries for the protection of seamen against the dangers to which they are exposed in time of war, and having noted with satisfaction the great progress made as a result of the war in devising effective safety measures,

Expresses its conviction that the paramount consideration should in all cases be the safety of the seamen and that considerations of expense should not be allowed to be a barrier to the adoption of the most effective measures of protection.

The Commission further considers that every effort should be made to secure the adoption by all maritime countries of the safety measures which experience has shown to be practicable and effective.

(a) to communicate to Governments as soon as possible, on the basis of the existing practice in the countries having the widest experience in this matter and of the suggestions for further improvements set out in the Appendix to

this Resolution, which have been approved by the Commission, a summary statement of the life-saving measures best calculated to protect merchant seamen in time of war, and to urge them to review and revise their existing regulations on the matter in the light of the information thus given in order that a high and reasonably uniform standard of safety may be ensured for all seamen;

(b) to continue its study of the question of measures for the protection of seamen in case of shipwreck, fire and other perils in order that the requisite information may be available and unnecessary delay be avoided when conditions permit consideration of the possibility of adopting an International Labor Convention on safety measures for seamen;

(c) to recommend Governments to consider entering into reciprocal arrangements under which a national authority will be authorized to

(Continued on Page 4)

WHAT'S DOING

Around the Ports

SAVANNAH

By

CHARLES WAID

This last week has been a busy one. A boat of the Mississippi Steamship Company and one of the Robin Line here. Had to call for 10 replacements out of New Orleans.

The South Atlantic Mail Line has a new Liberty-type ship coming out the end of this month and if any of you Savannah boys want a little vacation come on home and we will ship you out the end of this month.

That's about all for now. Steady as she goes.

BALTIMORE

By

D. D. STORY

Liberty ship launchings are hitting full stride in this area with the local yard sending three down the ways in one day last week. The full effect of the 8-a-week launchings has not touched us yet because only between three and five are going into service weekly. However, by the end of August we can look for calls for at least four S.I.U. ships weekly.

The shipping of 112 members this week while only 67 registered is a good indication of what lies ahead of us. This heavy shipping is being done with the business of the port at the lowest point in its history. Only one S.I.U. ship has paid off in this port during the past two weeks. Any return to the port of its former shipping status would call for a beach list turnover of around 200 men.

Most beefs these days are from the Liberty ships and they usually involve alterations in construction that are the devil to get rectified. Lack of running hot water and adequate laundry facilities is the chief squawk of the boys sailing the Liberties and we are doing our best to get this corrected. In this respect, many thanks to the brothers who, not only told us what they thought was wrong, but also took time to tell us how they thought it could be corrected. A Waterman's ship paid off here last week and we were glad to see her come in. It felt like old times to go aboard a pay-off ship and listen to the old familiar overtime, bonus beefs, etc. The ship had her troubles but they were straightened out in good order. Maybe it's the same in all ports but it seems as if the Baltimore outfits have really been taking it on the chin in the way of sinkings.

There's been times when we've wished we could wish that famous Baltimore headache—the Ore Line—into some other port. For most of the old rust buckets it's too late, they won't come back to this port or any other port but for those that are still afloat we'd like to tell

them—all is forgiven and come on back home.

The S.I.U. doesn't believe in plugging or advertising anything outside of the Union, but this book "How to Abandon Ship" put out by the Cornell Press is really worth while having. No use kidding ourselves but a lot of our brothers could be alive today if it wasn't for someone losing their head; someone not knowing just what to do. The book is full of good ideas as to what a man can do to keep himself alive and we don't believe it would be such a bad idea for the Union to get a supply of them and make them available to the membership at cost.

Patrolman Dickey and Kupta, who took a leave of absence until business picked up in this port, are still afloat and should be back in a month or so. Ex-agent (the shadow) McKay has also shipped out. Mac said he needed a rest and left this port in the Steward's department of a C-2.

PHILADELPHIA

By

JOSEPH FLANAGAN

Shipping practically at a standstill at this port, and just the right time for a vacation. So our astute patrolman, Ed Lynch, has taken one. Incidentally, astute doesn't imply that he eats too much beans. David (Sharkey) Jones is pinch-hitting in the office while I wend my weary way on the waterfront in search of ships that never come home. Talking on the subject of ships, whether they come home or not, we were checking up on the casualty lists here and find that not one of the men who were shipped by us were amongst them. However, many of our well-known brothers who usually do ship from here are on it. Maybe our Godsend has something to do with it. Anyhow 'tis true. May Godspeed all our ships home safely and the devil take the Jap and Heinie ships.

The story is abroad that "Do-the-Best-You-Can" Hillman, while his ship was sinking, stood on the poop-deck, opened his arms and shouted to the boys in the lifeboats: "Do the best you can, fellows; do the best you can."

Convalescing Edward March awaits a goodly sum of the filthy lucre. Ear trouble is his pet explanation for still being around. Well, that's a whole lot better than booze and nerve trouble. Brother Seaberger's mother-in-law loves to get him home just once, but he knows better than to go.

Matt Lynn and "Get Going" Sampson are on their merry way to distant parts. I am sure they will come back safely. Our hall is very peaceful without them.

Dishing dirt is about all the news this port can give to our patient membership, but we have hopes of having something better to report soon.

Adieu sorrellos.

TAMPA

By

D. L. PARKER

Things have been very quiet here in this port as the submarines have chased the ships away. We had two transports in last week, and then shipping picked up a little.

From what I can understand, the Bull line at the present time is turning quite a few of their ships over to the Navy, so that won't leave so many to come in here. But there are a few stragglers coming in now and then.

There has been a number of torpedo survivors coming in here and from what they tell me it must be Hell on the seas with all the submarines at large.

It is a damn shame that the seamen have to sail for so small a bonus when the ship owners are reaping an enormous amount of profit. But they don't care for a life as long as they can get the gravy and one or more lives doesn't mean a damn thing to them.

I have noticed in the various papers that we seamen are getting a small amount of recognition, which has been due the seamen since ships first began to sail. In the general public's opinion a seaman was something that had fallen to the wayside and was unfit for the so-called elite class to associate with. But now they can see where the merchant marine is the secondary defense of our nation, and without ships and seamen we would be in one hell of a fix. The old saying that it is a long road that never has a turning is quite true in this case.

It is so damn hot here that the typewriter keys are almost melting so I will let them cool off until next week.

NEW ORLEANS

By

"A R M Y"

The beef of the century has squared away on our side. This is the Steward beef from the Eva. The Army tried their damdest to prove a man that has 34 years with the company was incapable of doing his duties. We, meaning the Union as represented by the ship's crew, and seconded by the Captains of the company that the man sailed with, proved otherwise. There was justification insofar as the conditions were cited but the thing that hung the goose was the fact that the stewards department aboard the vessel was putting out 2½ times as much from the galley as the ship was built for. Ship was rigged for not more than 2000 meals a day while now the score is between 5 and 6 thousand. That's not hay Brother.

One of our crews stating they can't sleep due to the noise being made by the repair gang. Called the Company rep. and the gent

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA ATLANTIC and GULF DISTRICT

Secretary-Treasurer's Office

Room 213 — 2 Stone Street, New York City
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Plea For Unified Rail Labor Movement

NEW YORK—Fervent pleas to the British railwaymen's unions to learn the lesson of cooperation and unity and form a unified railway labor movement "so that any reactionary moves from the employ-

ers can be met" were voiced at the annual convention of the National Union of Railwaymen of Great Britain at Blackpool, England. The National Union of Railwaymen has a total membership of 376,355 and is an affiliate of the International Transport Workers' Federation.

states that the sailors are getting impossible, they can't even sleep aboard while a little work is being done. Tish, tish. Asked if he would like to sleep while a couple of air-guns would work in his ear, "??!" Wonder how these birds sleep after clipping the old coupons and realizing that they were made through the blood and guts of the men that can't sleep when a little work is going on.

We have back with us again our ex-dispatcher, a gent known as the "Goon." He got off a Waterman summer cruise and booked passage for the city of light, laughter and cheap beer. On his way he put on paper a few random notes about outstanding American heroes. I thought the boys might get a kick out of them . . . so here are a few I'll send more from time to time.

MISS BEULAH SMALL-SPROCKET: (Prominent "B" Drink girl of the Vieux Carre) "We must all make sacrifices if this war is to be won. Now take me for

example. When I slip a Mickey to a young selectee, I never take all his money. Not me, I split with him."

PERCIVAL PAWN TICKET: (Sentenced to hang as an incurable punster) "I still maintain, No noose is good noose."

ABE SCARNEI: (Slot machine king of Chicago) "If I catch any Goddam Germans or Japs musseling in on my territory, I'll blast hell out of 'em . . . just like I would anybody else."

SENATOR T. WARDHEELER BLOPS: Dec. 6, 1941 — "The worst criminal element we have in this country is the merchant seaman and the crooked labor unions that guide him. They should be in Alcatraz."

June 5, 1942 — "The most patriotic, brave and unselfish element we have in this country today is the merchant seaman and the intelligent labor unions that guide him. They should all be given medals."

In Memory of These Brothers Lost At Sea

- P. CAVANAUGH O. S.
- PERCIVAL DE LEON Messman
- WM. McCONNERY Messman
- R. F. BELVIN Bos'n
- CHARLES L. MILLER Wiper
- JOHN V. PIERCE A. B.
- ROBERT L. EARNHARDT A. B.
- JOSEPH D. RODGERS A. B.
- GEORGE F. WEST A. B.
- ALTON R. O'BERRY A. B.
- Mrs. M. C. KIMBRO Stewardess
- CHARLES JONES Fireman
- JAMES GREEN Butcher
- ROY J. SAUNDERS Oiler
- LEWIS J. DION Wiper
- JOSEPH B. BOYLE Oiler
- MARTIN LUDWICK Fireman
- JAMES J. JUDGE Wiper
- CHARLES BERCHEM Fireman
- D. O. RANK Oiler
- THEO. MORGAN Pantryman

The Maritime Commission Ignores Vital Problems

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carry out, on its own initiative or on the representations of the crew concerned, inspection of the safety equipment of a ship of foreign registration lying in a port within the jurisdiction of that authority and to issue an international certificate of inspection.

APPENDIX

1. On vessels of not less than 300 tons gross the lifeboats provided should include one motor lifeboat on each side adequately provided with fuel.
2. The use of the radial type of davit should be discontinued at the earliest practicable opportunity and all new tonnage should be fitted with davits mechanically operated for the purpose of swinging lifeboats outboard.
3. On new vessels pumps, particularly main and circulating pumps, which discharge above the light load line should be fitted with remote control valves for shutting them down. These controls should be located near to the remote control for the main engines. The same arrangements should be applied to existing ships as and when practicable.
4. On tankers carrying inflammables all lifeboats should be of steel and some life-rafts should be carried aft in the ship.
5. Expedient investigation should be made into the design of the best hull form and weather protection for lifeboats.
6. Nails should not be used in the construction of wooden life-rafts.
7. Expert consideration should be given to the advisability of equipping lifeboats with radio transmission sets capable of transmitting on short wave lengths as well as on 600 meters.
8. Definite and adequate arrangements should be made for the position of an abandoned ship to be

communicated to those in charge of boats.

9. Every lifeboat should carry a waterproof chart, or alternatively a chart in a waterproof container, for use in the vicinity in which the ship is sailing.
10. Adequate visibility of the lifeboat compass should be ensured by the use of luminous compass-cards or by effective illumination.
11. Every lifeboat should be provided with signal pistol equipment.
12. The greatest possible use should be made of the space available in lifeboats for the carriage of water and every care should be taken to see that the water supplies are replenished when necessary.
13. Buoyant containers with supplies of fresh water should be carried on board ship in close proximity to the lifeboats and so arranged that they will readily float free of the ship.
14. Every lifeboat should be provided with a unit type first-aid kit in a weather-tight metal container.
15. Before a vessel leaves its first port of departure fire and boat drills should be held and all life-saving appliances should be inspected. Drills should also be held before leaving any port at which any important change has been made in the crew. Every drill and inspection should be entered in the log book.

The Joint Maritime Commission agrees that it is important in war time in the interests of safety that officers and ratings should, where practicable, have reasonable rest before going on watch prior to sailing.

Having agreed to many improvements to the existing standard and methods employed in the saving of life at sea and in view of the urgency of their immediate application, members of this Joint Maritime Commission further pledge themselves that they will immediately do all in their power to ensure that such decisions become operative at the earliest possible date.

On Clothing Benefits . . . !

IF YOU ARE TORPEDOED AND LOSE ALL PERSONAL EFFECTS AND ATTEMPT TO COLLECT FROM THE SHIP-OWNER, REMEMBER THE FOLLOWING:

1. IF YOU HAVE FAILED TO MAKE OUT AN ITEMIZED LIST AND FILE IT WITH THE SKIPPER BEFORE SAILING IT IS POSSIBLE TO COLLECT ONLY UP TO \$150.
2. IF YOU HAVE MADE OUT AN ITEMIZED LIST OF YOUR PERSONAL EFFECTS AND PLACED THE VALUE BELOW \$150, YOU CAN COLLECT ONLY THE AMOUNT ALREADY SET BY YOU.
3. IF YOU HAVE MADE OUT AN ITEMIZED LIST AND SET THE VALUE ABOVE \$150, YOU MAY CLAIM UP TO AND INCLUDING \$250. YOUR LIST IS SUBJECT TO CHECKING BY THE SKIPPER.

Seafarers' Log-

HONOR ROLL

DONATION	\$ 1.00
CREW OF S. S. ELDENA	13.64
CREW OF S. S. LA SALLE	9.00
G. GRIFFIN	2.00
L. FROMM	3.00
CREW OF S. S. ALCOA PATRIOT	13.00
STEWARDS S. S. GEORGE WASHINGTON:	
J. DARIGAN	10.00
J. KAVANAUGH	10.00
E. McCAN	5.00
	\$66.64

**Buy
war
bonds**

Steel Strike Spreads As Company Stalls

LACKAWANNA, N. Y., July 3—A strike at the Bethlehem Steel Company's Lackawanna plant spread to a second open hearth furnace unit today.

Edward F. Entwisle, the general manager, said that shop stewards of the union in No. 1 open hearth, No. 2 open hearth, blast furnaces and ore docks "served notices on the superintendents early in the day that the men would quit work late this afternoon and tomorrow morning unless demands were met immediately."

He reported that the crew in No. 2 hearth struck at 4 P. M. today. Workers in the No. 3 unit walked out yesterday. An estimated 300 employes have stopped work.

Lorne H. Nelles, international representative of the union, attributed the walkout to the "company's failure to discuss many grievances which have arisen throughout the plant." He added that the men in No. 3 hearth had notified the superintendent Monday that several men in the unit must become members of the union or they would stop work.

TSK, TSK, TSK

"Ship operating companies are expressing concern over proposed legislation which would suspend for the duration of the war exemption they currently enjoy from income and excess profits taxation . . ."

—Journal of Commerce

SHIP TRAINING HAS BEEN SWITCHED

WASHINGTON, July 14 — President Roosevelt has signed an Executive Order shifting the Administration of the Merchant Marine training functions from the Administration. An Executive Order on Feb. 28 had transferred the Coast Guard to the War Shipping training program from the Maritime Commission to the Coast Guard.

The training program is being rapidly expanded to provide about 100,000 officers and men for the 2,300 new ships contemplated in 1942 and 1943 under the President's war program.

Officials said the transfer had been agreed to by Secretary Knox and Rear Admiral Emory S. Land, WSA Administrator.

Seatrain To Continue Coastwise Runs

Applications of the Seatrain Lines, Inc., for certificates of public convenience and necessity, authorizing continuance of operations as a common carrier of commodities by water between New York and New Orleans and New York and Texas City, Texas, have been granted by the Interstate Commerce Commission. An application by Seatrain for a certificate authorizing the transportation of passengers between New York and New Orleans was denied.

Texas Labor Haters Renew The Same Old Propaganda Blitzkrieg

AUSTIN, Tex., July 11—Deep in the heart of Texas a noisy new anti-labor campaign is making its bid for national recognition from foes of unions.

Texas and Oklahoma constituted the scenic backdrop for last spring's phony "grass-roots" crusade against unions, collective bargaining and labor's wage standards. Set back on their heels by the united front of labor, the sponsors of that campaign are apparently beginning to feel their oats again.

SPREADS POISON

In recent weeks an organization called the Christian Americans, which features anti-labor and anti-minorities propaganda, has been spreading its activities. Sen. Lee

O'Daniel, seeking re-election from poll-tax voters, plans to key his campaign on hatred of labor.

And in a number of Texas cities, businessmen, corporation officials and foremen have been busy circulating a "declaration of way by the unarmed forces of America." Principal objects of attack are the working rules and provisions found in almost every union contract.

FIRE INSTRUCTORS

The campaign against labor burst into full bloom when the Board of Regents of the University of Texas here refused to reappoint four instructors who had sought to place the viewpoint of labor before a reactionary "grass roots" meeting in Dallas last March.

DO NOT SHIP

SIDNEY HOWARD P 6847
EDWARD F. McGUY P 6591
CLIFFORD F. HINCKLEY
W. C. BOYD
EDGAR R. BUTLER

PAT ON THE BACK

The record of our merchant seamen in this war is an outstanding one. It is a record of courage and heroism. It is the story of men who have stuck to their posts in the face of insurmountable obstacles.

—Senator Alexander Wiley

Says Scrap Dealers Profit on Rubber Drive

WASHINGTON — Elliot E. Simpson, counsel of the house subcommittee investigating the rubber situation, said last week that scrap dealers were making huge profits out of the scrap rubber drive.

Simpson declared some unidentified dealers who bought scrap for \$20 a ton proceeded to sift it for finer grades of rubber which they resold for as high as \$150, \$250 and \$400 a ton.

W.S.A. Hints At Diverting Shipping To San Francisco

The War Shipping Administration has advised the San Francisco Marine Exchange, which has been fostering a program for the diversion of shipping from lower Atlantic and Gulf ports to South American destinations to the West Coast, that its suggestions are under consideration, according to advices received in New York. Making no commitments, officials stated that strategic considerations must be the determining factors in any diversion decision.

Unions Score Heavily In Bargaining Polls

Workers are breaking records in the rate at which they are choosing unions to represent them, the National Labor Relations Board revealed this week.

During May, the board said, 107,000 workers marched to the polls, double last year's number, and 88 per cent of the elections were won by unions.