

## WSA Speeds New Drive For Power; Union Security Gravely Threatened

### Attempt Use Of Trainees To Break Union Shop Contract

by John Hawk

The War Shipping Administration, in cooperation with the Navy, cooked up a deal last week which, if it had been left unchecked, would have broken open our hiring halls and nullified our contracts with the shipowners. Here's what happened:

On Feb. 10, at about a quarter to five in the afternoon, I received a telephone call from Mr. Craig Vincent, New York head of the Recruitment and Manning Office of the WSA. Mr. Vincent informed me that he was sending us 7 ordinary seamen for a Bull Line ship and 6 ordinary seamen for an Eastern Ship. Since our dispatcher had not requested any replacements from the WSA, I couldn't figure out what Vincent was up

to. But he soon set me straight.

These 13 ordinary seamen, fresh out of the WSA training school, were to replace part of the Navy gun crews. They would according to Vincent, work under the Gunners Officer part of the time, and under the Skipper the rest of the time.

Vincent tried to give me the old rush act, demanding that I

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### One Victory!

The slick maneuver launched last month by Hubert Wyckoff, Director of Division of Maritime Labor Relations for the War Shipping Administration, in which he sought to disrupt sound labor relations between the SIU and the Alcoa and Bull Line, appears to have prematurely exploded in his face. Last week the Assistant General Counsel for the War Labor Board ruled that SIU contracts with these lines were legal—irrespective of what Wyckoff thought.

Wyckoff had sought to have the signed contract between the SIU and the Bull and Alcoa lines opened by the War Labor Board for review. His excuse was that the contracts contained increased pay for certain ratings and increased overtime, and was thus subject to review by the WLB before becoming binding upon the contracting

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### Army Draft -- A Club Aimed At Subduing Union Militant

The War Shipping Administration succeeded this month in obtaining from the War Manpower Commission control of army draft machinery for merchant seamen. This places in the hands of the W.S.A. a powerful weapon against militant seamen and their unions.

The S.I.U. has announced intention of fighting this W.M.C. directive, and will go to Washington with the demand that deferment requests for active seamen continue to originate in the unions, as they have in the past. All SIU-SUP branches are wiring protests to Commissioner McNutt, and the AFL is assisting by carrying the fight to key congressional leaders.

The WMC directive, placing deferment in the hands of the Recruitment and Manning Organization of the WSA is so sweeping that if allowed to stand, seamen, could continue at their trade only upon sufferance of the WSA, and

union officials could be jerked into the Army the minute they incurred WSA displeasure. In short, the entire union movement would be mere appendage to a Government-shipowner bureau, and incapable of independent action—under threat of army induction.

### Shore Time Set

The directive sets up, among other things, a schedule of work for the seamen which allows them "two days on shore" for each week worked. But no more than 30 days ashore at any one time. The penalty for violation?—the Army!

So that they will have complete control of the men, the WMC directive provides that all seamen must register with the WSA within 35 days after their deferment status is questioned by the draft board. This gives the WSA a complete file of all seamen in the country and makes it possible to sort out and black ball the militant union men.

Union leaders are also placed in a straight jacket by the new regulations. The WSA is to inform the draft boards which seamen are remaining ashore for "essential administrative positions" and ask for their deferment. Should the WSA fail to do this, the union official would have to return to sea in order to stay out of the army. Thus the WSA would be in a position to

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### SIU Hero Is Decorated

Maximo Murphy, SIU Able Seaman, was decorated Feb. 13 by Captain Edward Macauley of the United States Maritime Commission in Washington. Brother Murphy received the Merchant Marine Distinguished Service Medal, the highest honor to be given seamen.

Murphy's ship was sunk last year in the Caribbean. He pulled 21 crew members aboard a raft, navigated it to land, and then plunged through the jungle for 18 hours to reach civilization and bring aid to his union brothers.

After being repatriated to the United States, Murphy joined the army "to avenge my father." His father was ship's carpenter on a vessel which was lost about the time Murphy was torpedoed.

## SIU Buys More Bonds To Tune Of 25 Grand

SIU men not only deliver the supplies to the fighting fronts, but they help pay for them as well. Already having invested thousands of dollars in government war bonds, the membership went on record this week to spend \$25,160 more in bond purchases. This total is to be supplied by withdrawing \$15,000 from the Strike and Organizational fund, and \$10,160 from the Hospital and Burial Fund.

The following is the full text of the enabling resolution drawn up by the last Quarterly Finance Committee, and concurred in up and down the coast.

### RESOLUTION

WHEREAS: The Atlantic & Gulf District of the Seafarers International Union of North America has in the Hospital, Burial, Strike and Organizational Funds, more than sufficient cash to meet the ordinary disbursement required of these funds, and

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### SUB TOTAL REACHES 601 ALLIED SHIPS

As the Allies girded themselves for an all-out offensive against submarines — termed by Admiral Harold R. Stark of the Navy's "first enemy"—the announced toll of Allied and neutral merchantmen sunk in Western Atlantic by enemy action since Pearl Harbor rose over the 600 mark.

The announced destruction of eight vessels, two of them American, in the week ended Saturday, brought the shipping losses to 601. Seven of the eight sinkings took place off South America and in the raider-ridden South Atlantic.

### SIU Drops United Seamen's Services; See Charity Set-up

The Seafarers International Union has withdrawn from membership in the United Seamen's Service, has cancelled all financial support and has taken steps to inform the general public and the American Federation of Labor as to the reasons which prompted these steps.

This severing of the relationship between the USS and the American Federation of Labor seamen on all coasts, came on Feb. 5 when Harry Lundberg, President of the SIU, informed Admiral Emory S. Land, Chairman of the USS and Chairman of the U. S. Maritime Commission, that the membership of the union had become disillusioned with the USS and had in-

structed him to resign all posts.

This step was taken by the membership with reluctance and only after they became convinced that the USS had degenerated into an organization providing soft jobs for professional social workers, had accomplished little in actual aid to the merchant seamen, and

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## Land Lauds Seamen's War Record, Safety Measures

Feb. 5—America's 70,000 merchant sailors, suffering a casualty toll of nearly 4 per cent of their number in the first year of war, have "delivered the goods," and shown "patriotism, courage and devotion to duty." Elmer Davis, Director, Office of War Information, said today.

Davis made public a report by Rear Admiral Emory S. Land, War Shipping Administrator, which was requested by Davis to clear up rumors and reports of personnel difficulties among the crews of the nation's war cargo carriers.

"Admiral Land's report shows that American seamen are loyal and efficient," Davis said.

High points of Land's report included:

1. Merchant marine casualties (dead and missing only) have totalled more than 3200—3.8 per cent of their total number in one year of war. Casualties of the armed services in the same period amounted to less than one per cent of their total number.

2. About three-fourths of the off-shore merchant seamen are always at sea—"in the front line."

3. Willingness of sailors to brave bombs and torpedoes was shown recently when 100,000 persons responded to WSA's call for

experienced seamen.

4. WSA's labor relations division, which investigates all reports of infraction of discipline, found practically all such incidents occurred in port, and were the result of the continued strain under which seamen work.

5. Despite an expected increase in enemy attacks on our merchant shipping, a greater percentage of survivals is expected in 1943 because of (1) more escort vessels, (2) better-armed ships, (3) more and improved safety devices, and (4) more experienced crews. More and better-equipped lifeboats are required under new regulations just issued.

"Rubber lifesaving suits, required for every person on board, have considerably prolonged the length of time a man can hold out in northern waters or exposed to cold weather in a lifeboat. In warm waters these suits have reduced the danger from sharks and barracuda. The red waterlights, with which all suits and life jackets are equipped, are effective in locating men in the water at night. The regulation requiring these rubber suits has been complied with approximately 99 per cent.

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## Out of the Focs'l

by

J. L.

Four of our members were picked up in the streets of New York suffering from a bad case of "Torpedo Nerves." Dr. Edgerton of the Ellis Island Hospital urges all the brothers who have been bombed or torpedoed, to see him for a general check-up before anything serious develops. Gene Braden and his shipmates who had to abandon their ship while under a terrific bombardment from the enemy, arrived safely in New York. These brothers should obey the warning of Dr. Edgerton and see him for a physical check-up.

△ △ △

Frank Keaveney has been able to see his gal, Jazamine several times while in Port Elizabeth. He sure has it bad. Adalbert Gawronski is taking a rest after experiencing a bombardment while in the port of Casablanca. Francis Conleth (CUZ) Murray has spent two weeks at the Oyster Bay Rest Home. He states that more SIU men should take advantage of the opportunity. Casey Jones is now working for WCAU. Morris Riechelson has retired and is now working his own farm. We received a letter from Carroll Quintt which took four months to arrive from Trinidad. Snoozy Gorman was inquiring about Mike Walsh.

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Now that the torpedo ribbons are out, we wonder how many real seamen will be wearing them. One brother informed us he can get one anytime he wishes as he knows the place where they are issued. Roy McCannone is having a good time in New York, after being at sea for nine months. Joe I. Flynn is on his good behavior these days. Harry Collins paid a surprise visit to New York last week. We wonder who the attraction could be?

## Seaman Insurance Increased By WSA

Increase in the amount of insurance available to merchant seamen, together with a reduction in the premium rate, has been provided by the War Shipping Administration in its first revision of General Bulletin No. 10.

In the original bulletin the WSA provided that it will issue insurance to seamen in amounts of from \$1,000 to \$5,000, at a rate of \$10 per month per \$1,000 of coverage. In the revision the WSA increased the permitted coverage to amounts of from \$1,000 to \$15,000, and prescribed a rate of \$7.50 per month for each \$1,000 of coverage. The revised bulletin reads as follows:

In accordance with the provisions of its General Order No. 6 dated March 16, 1942, the War Shipping Administration hereby promulgates the following additional rules relating to war risk insurance.

The War Shipping Administration is prepared to provide war risk insurances covering the lives of masters, officers and crews of ocean going United States flag or United States owned merchant vessels in excess of the amounts of insurance provided by the owner of the vessel. This insurance will be issued in amounts of from \$1,000 to \$15,000 per man and will be issued at the option of the insured party for periods of for one to six months. Officers or seamen desiring to purchase such insurance should make application through the steamship line by which they are employed, and the War Shipping Administration will issue policies when so applied for in accordance with the procedure set forth in its General Bulletin No. 1.

Where officers or seamen wish to apply direct to the War Shipping Administration, application form should state name of steamship line, vessel upon which officer or seaman is employed, amount of insurance requested, period for which insurance is requested and name and address of beneficiary. Such application must be accompanied by a certified check for premium.

## MONEY DUE

The following brothers have money coming from the Mississippi Line on the 8 to 5 beef: James Crawford, Charles Mischler, Thomas McLin, Joseph Madrano, Albert Kinnell, Ralph Piehiet, A. Guidry, George Ruf, H. A. Drake. Collect money at Mississippi Line office in New Orleans.

Crew that made last trip on Benj. Harrison and John C. Calhoun have \$125 Bonus money coming. Collect at Clamar Line office, 25 Broadway, New York City.

Deck Department, Deck Engineer, Oilers of S.S. Richard Alvey have overtime coming. Collect at Bull Line office, 115 Broad St., New York.

Grice, Williams, Mathews and Stafford of the S. S. George Washington have overtime coming. Collect at Alcoa Line, 17 Battery Place.

Francisco Antonette, Christopher Callender, and Edward Simpson have wages coming from the S. S. Jean. Collect, Bull Line, 115 Broad St., New York City.

## REPORT FROM

# Washington

By Matthew Dushane

### War Manpower Commission:

The WMC has issued a directive whereby the WSA is to act as agents for handling all merchant seamen claims for deferment. We are at present, with the assistance of the AFL, demanding that we be heard on this directive and state our views on why we are opposed.

We feel that the WSA is assuming authority to order any seaman who they feel is an absentee worker inducted into the army. This may well be used to eliminate bona fide seamen from the industry in order to make room for the WSA trainees. We will fight this to the end.

We have a hard fight ahead of us to stop this directive, but I am of the opinion that on the basis of its unfairness, we will have this order either revised or rescinded. The AFL is behind us 100% on this move as it establishes an unfair method of enforcing discipline on absentees.

### Victory Tax

I advise all branches to draft a resolution and point out the unfairness and discrimination of the law which deducts the 5% tax from seamen's wages earned in 1942. Bring this resolution before all the central labor bodies for their concurrence and send these resolutions to Chairman Eugene J. Keogh, Committee on Revision of the Laws. If we adopt this method I believe that we can get this victory tax mess straightened out to our satisfaction.

### War Shipping Administration:

The hot potato which the WSA has on its hands regarding putting extra ordinaries on ships, part time as crew members and part time as gunners, is getting the old run around here. No one seems to have the authority to do the job and do it right.

The Navy is wondering what happened to the clearance. In the mean time the trainees are slowly getting disgusted with hanging around, and wondering when they are going to get that \$200 to \$300 per month that they were promised when they joined up. More boondoggling of manpower.

Some time ago I requested that the WSA check on reports that I have received that the Navy was pulling men off of ships in Puerto Rico. Received an answer from them and they stated that the Coast Guard had taken off and removed the men from the vessels and that they had presented all the men with charges. Further advised in a snotty way that we are to thoroughly investigate all complaints and not to present any more complaints until we do so. It is certainly reaching a rotten stage wherein a bunch of freeloaders who are receiving government pay to do certain work, in turn send out a very snotty answer to your request. This WSA is certainly a hot set-up. It is trying to overrule all the unions have accomplished through some who would be little Caesars.

Here are some of the figures on how this outfit is expanding. They had employed in the WSA in March 1942 only 5 employees. In December 1942, they had on their payrolls ONE THOUSAND SEVEN HUNDRED AND SEVEN (1707). Been advised that they are requesting more appropriations as they want to increase their staff.

If the RMO of the WSA are given the authority to act for the War Manpower Commission, it will mean that they will have the job of immediately enrolling and registering 100,000 seamen and the trainees they are training. It will also mean that they will have to set up a filing system to keep check on these seamen every six months. You can't do this work with a couple of employees. Then they are hollering about a manpower problem. This job will require approximately 100 people.

In an Associated Press release here dated February 3rd, 1943, Admiral Land is quoted as saying the average pay of Firemen and Able Seamen is Fifty-seven Dollars per week. He had better do some figuring. The way we compute our wages including emergency pay is firemen and able seamen \$100 per month and the board and room comes to approximately \$1 per day so that makes \$130.00 per month. Certainly he does not figure the bonus when his assistant, Captain Macauley is continually trying to take away our bonus that the union fought so hard to get. And how about the bonus when a ship is in port and the men do not receive any bonus and how about the 40% that is paid when a ship enters a port in South America. I'd advise any of our members who can swing a nasty pen and are always in the mood to write letters, drop the old Admiral a letter and ask him to explain why he made these statements and what is his intention in misleading the public. Also, why is it that he never mentions the unions and the fight that they had to put up to get conditions that are passable for the average American to live under, and the part that the organization that he represents, Maritime Commission, had, in bitterly opposing the present wages and conditions that he is continually harping about. How well we remember the fight that we have had with his outfit.



# WSA Hopes To Use Draft To Break All Union Security

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weed out those officials who opposed its anti-union policies, and defer those who were good boys and played ball.

## Out For Record

Step by step the WSA has been encroaching upon the authority of the trade unions. They have thousands of green trainees which they must place aboard ships or face Congressional inquiries. The use of the draft machinery will place in their hands a weapon strong enough to bring the unions to their knees, force the opening of their hiring halls to government finks, and thus create a record of placement for the WSA.

Aside from the fact that the WSA has neither the experience nor the machinery for this super-regimentation of the seamen—it is contrary in spirit to the Statement of Principles signed by the unions in Washington—and contrary to all for which we are supposed to be fighting this war.

3,000 merchant seamen have lost their lives so far in this war. The great majority of them were union men who *thought* they were dying in defense of democracy and the right to organize into labor unions without governmental interference.

The WSA is out to prove that they were mistaken and that they died in vain.

The seamen that live will keep faith and will fight for their unions.

Following is the WMC directive printed in full:

## WAR MANPOWER COMMISSION DIRECTIVE

SUBJECT: Procedure for Requesting Occupational Deferment for Persons Engaged in Water Activities.

EFFECTIVE: FEB. 20, 1943

1. Occupational Bulletin No. 7 and Part 2 of Occupational Bulletin No. 21 have emphasized the need for protecting the supply of trained workers in coastal and offshore shipping, and have supplied local boards with a list of critical occupations in these activities. Part 3 of Occupational Bulletin No. 21, and earlier releases, have likewise emphasized the necessity of protecting the supply of labor in river, harbor and lake (including Great Lakes) shipping. Information made available to National Headquarters of Selective Service indicates that our expanding merchant marine increasingly demands the services of every available man with water transportation experience. Therefore, local boards are directed to give the most serious consideration to the occupational deferment of persons regularly engaged on lake, river, harbor and ocean ships and persons in approved maritime training courses.

## Deep Sea Only

2. In order to provide local boards with more accurate and current information on persons engaged in active ocean going ser-

vice, the War Manpower Commission has directed the Recruitment and Manning Organization of the War Shipping Administration to act as central agent in the matter of keeping local boards of the Selective Service System correctly advised regarding activities of such seamen. The Recruitment and Manning Organization will not undertake to file information on registrants active in shipping on lakes (including Great Lakes), rivers or harbors, except when, and during such time as, persons normally engaged in such shipping are transferred to active ocean going service. For all registrants remaining at their duties on rivers, harbor and lake ships, employers or unions will, as at present, continue to file with local boards such occupational information as is deemed necessary, and these registrants will continue to receive the same consideration for deferment accorded them by previous releases from this headquarters. Their exception from the procedure described below means only that the Recruitment and Manning Organization is not in a position to undertake the handling of such cases. For similar reasons the Recruitment and Manning Organization will undertake to file information only on persons sailing on ships under the flag of the United States, Panama and Honduras.

## Central Agent

3. In its capacity as central agent for all ocean going shipping activities, the Recruitment and Manning Organization, as directed by the War Manpower Commission, will perform the following functions:

(a) File a completed copy of DSS Form 42 and, when necessary, take an appeal in every case of requested deferment of a person engaged in active ocean going service. The initial Form 42 will be filed by the Recruitment and Manning Organization on each such seaman the first time he ships out after the effective date of this Release. "A person engaged in active ocean going service," as used in this Release, shall include:

## Classifications

(1) Any person holding a position listed in Occupational Bulletin No. 7, or offshore occupations listed in Occupational Bulletin No. 21, the duties of which require actually going to sea.

(2) Any person who does not at any time exceed his authorized shore leave, which, in the absence of extenuating circumstances, is limited to two days on shore for each week of the immediately preceding voyage, but not to exceed thirty consecutive days ashore.

(3) Any person who temporarily remains ashore for the express purpose of receiving instruction in a Prospective Licensed Officer or refresher course at a school maintained, or approved, by the United States Maritime Service. Requests for occupational deferment on other enrollees of the United States

Maritime Service shall continue to be handled under the provisions of Memoranda to State Directors 1-343 and 1-373, and Occupational Bulletin No. 7)

(b) File a new Form 42 on each such seaman every six months, provided the registrant continues in active ocean going services. These subsequent Forms 42 need include only the following information:

## The Check Up

(1) Any changes in the man's position or status which have occurred during the preceding six months.

(2) A statement to the effect that during the preceding period of deferment the man has been continually engaged in active ocean going service.

(c) Notify the appropriate local board whenever a registrant does not return to sea within a reasonable period of time.

4. If after the effective date of this memorandum a local board receives from an individual employer or union a notice of termination of employment involving a seaman registered with such board, the local board shall act as follows:

(a) If a Form 42 has previously been filed by the Recruitment and Manning Organization on behalf of such seaman, the local board shall not assume that he has ceased his seagoing activities unless the notice of termination is confirmed by the Recruitment and Manning Organization.

(b) If a Form 42 has not previously been filed by the Recruitment and Manning Organization and behalf of such registrant, the local board shall allow 35 days for the filing of information by the Recruitment and Manning Organization. If nothing has been received from the Recruitment and Manning Organization at the conclusion of that period, the local board may proceed with the registrant's reclassification.

## Noose For Officials

5. Upon receipt of notice from the Recruitment and Manning Organization that a registrant has left active ocean going service, the local board shall immediately reopen and consider anew the case of such registrant. There will, however, be some instances in which a seaman will leave active ocean going service to accept an essential administrative position related to ocean shipping which will require that he remain ashore. In such cases, the Recruitment and Manning Organization, when notifying a local board that a registrant has not returned to sea, will indicate that he is remaining ashore in order to accept such an administrative position. The local board shall, in these cases, give most serious consideration to the registrant's new employment in determining whether or not he is entitled to continued occupational deferment.

6. Certain local boards may have under their jurisdiction seamen-registrants currently charged with delinquency. When a local

# Attempt Use Of Trainees To Break Union Shop Contract

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OK this set up over the phone immediately. Smelling something, I went over to Vincent's office, along with Morris Weisberger and Max Korenblatt of the SUP who had received a similar call from the WSA.

When we arrived at his office Vincent showed us a full program which had been worked out between himself and the Navy. The only thing was, it made no provisions for safeguarding union contracts or conditions. The whole thing looked phoney from beginning to end.

After some discussion it appeared that the SIU-SUP would not go for this, and Weisberger suggested that Vincent call his superiors in Washington to try to get the set up clarified.

We got hold of Mr. Pennington, assistant to Marshall Dimmock, and he could not answer our questions as to union guarantees under the plan.

The real stumbling block was our demand that if these 13 trainees signed on as ordinary seamen, they should be under the command of the skipper, and they should work under the union contract.

This did not seem to fit in with the plans of the WSA. They had hopes, apparently, that the SIU would be dopey enough to let their men sail our ships as scabs.

When Weisberger and myself demanded that the entire plan be placed on paper for submission to our members, Washington suddenly lost interest in the plan and cancelled the call to the training station at Sheepshead Bay for the

board receives a Form 42, or other information filed by the Recruitment and Manning Organization on behalf of such a seaman, it shall either withdraw immediately the charge of delinquency against him by notifying the United States District Attorney and reopen and reconsider his case on the basis of the new information submitted by the Recruitment and Manning Organization or refer the matter, through State Headquarters, to the Director of Selective Service, stating the reasons why it is not in the national interest to withdraw delinquency charges in the case under consideration.

## Round Up Of Seamen

7. When the local board, in classifying a registrant, learns that he has had actual sailing experience in any of the occupations listed in Occupational Bulletin No. 7 and No. 21, but has since left such employment and is not now engaged in any occupation which would warrant his occupational deferment, the board shall adopt the following procedure:

(a) Ask the registrant if he will agree to accept employment in active ocean going service, or employment as a skilled seaman in other essential water transportation activities.

(b) If he agrees, refer him to the nearest United States Employment Service Office, and allow him thirty days within which to secure such employment.

necessary men.

And there is where it stands today. No further word from the masterminds in Washington, and we continue to man and sail our own ships.

In my opinion, this move was one of desperation by the War Shipping Administration, which is turning out thousands of tin can sailors every month, and has no jobs for them. Congress is beginning to question the use of the enormous funds granted to the WSA, and they are desperately trying to show results, to show jobs filled—even if it means making union men unemployed.

As for our part, we say openly that SIU contracted ships will continue to be manned by SIU men. If we run short of our own men, then we will call the WSA for replacements. But as long as union men are available, we will fight any move to run government scabs aboard our ships. This goes for now—and for after the war as well.

# One Victory!

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parties.

As pointed out by Secretary-Treasurer John Hawk at the time, this was a patent falsification of the facts of the case, and only indicated that Wyckoff had a desire to disrupt SIU relations with contracted employers. Hawk informed Wyckoff that the increases were contained in addendum to the contract, but that they had been signed and ratified July 6, 1942, a full three months prior to the date set by the WLB as deadline for increases without review.

These facts were clear cut and extremely simple to understand, yet Mr. Wyckoff held to his original position that the contracts demanded a review by the WLB and went right ahead with his plan for appeal. He submitted the contracts to the WLB on Jan. 23, 1943. On Feb. 4, he received a letter from the Assistant General Counsel of the WLB informing him, in effect, that the SIU had been correct from the start and the contracts did not require review.

Jesse Freidin, WLB Counsel, wrote (in part), "... all increases in wage rates which were agreed upon on or before October 3, 1942, and made applicable to work performed prior to that date, may be made effective without further approval by this Board... Under the circumstances, pursuant to the Board's General Order No. 3 and General Order No. 9, the agreement need not be submitted for Board approval. We are consequently returning the agreement to you herewith and are sending copies of this letter to the parties."

All of which leaves Mr. Wyckoff right on the end of the well known limb.

We have not yet heard from him as to his future plans for the Bull and Alcoa contract. Maybe he can think up something else equally brilliant—but we doubt that anything can top his WLB maneuver for knuckle-headed bungling.



## SIU Drops United Seamen's Services; See Charity Set-up

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was being used by the National Maritime Union to further its organizational and political ends.

When the United Seamen's Service was first organized in Sept. 1942, the SIU-SUP endorsed the project on the basis of a concrete program; namely, the creation of rest homes for seamen who were the victims of enemy action at sea, and the organization of centers in foreign ports where the needs of these seamen could be taken care of while awaiting repatriation to American soil.

President Harry Lundeberg said at the time, "We recognize the need for rest homes in which seamen who have been victims of enemy action can recuperate in preparation for their return to duty. Such services would be a direct aid to the war effort. We recognize also the need for centers in foreign ports to care for American seamen."

Since the SIU-SUP endorsement of the USS, however, the professional charity workers and the political cadres of the NMU have taken over. Fancy offices were opened, payrolls doubled and tripled, and the original program of aid to the seamen was lost in a maze of tea parties, spot lights and trumpets, and the "ahs" and "ohs" of the professional do-gooders.

In his letter of resignation, Harry Lundeberg wrote, "At the time the United Seamen's Service was launched, the financial objective was set out to be the raising of \$2,000,000—and . . . our union seamen were more than willing to assume their share of the financing of rest homes and centers in foreign ports." Lundeberg then pointed out that in the past few months the program and perspectives of the USS received a decided twist.

"I learned," he wrote, "that the United Seamen's Service had established a staff of 154 people in the Port of New York alone on the payroll, with salaries ranging from \$6,000, \$8,000 and up to \$15,000 yearly, without the approval of the Executive Board, and without information as to their qualifications. Further, that of every dollar collected for the merchant seamen, 90c was being spent on "Administration" and only 10c was left for the merchant seamen."

In his letter of resignation, President Lundeberg concluded with the following:

"The project was thoroughly discussed by the membership in every port and aboard ships for well over a month, and the following action was officially taken by the membership, consisting of merchant seamen manning ships carrying supplies to every port in the world:

"I was instructed to resign and, on their behalf, withdraw my name from any official capacity in the UNITED SEAMEN'S SERVICE; also the name of our Washington representative, Mathew Dushane, for the following reasons:

"1. The UNITED SEAMEN'S SERVICE is now functioning in a different capacity than that for which it was intended.

"2. We do not want another seamen's "charity outfit" as if the

seamen need "charity" they can go to existing organizations which have been established for that purpose, such as the Red Cross, etc. We do not want the General Public at this time to be called upon in our name to support another "charity" outfit. Due to the "Statement of Policy" signed between Admiral Land on behalf of the Government, and the Seamen's Unions, guaranteeing their collective bargaining agreements for the duration of the War, the merchant seamen are able to take care of their own "hotel" bills, "entertainment" bills, etc., and do not, or certainly should not, require charity.

"3. The seamen in our Union are absolutely opposed to the establishment of any "clubs" or "hotels" for merchant seamen in UNITED STATES PORTS. They feel they are earning sufficient money to enable them to pay for their own hotel rooms and whatever entertainment they wish to get ashore, without taking money from the General Public for such a purpose.

"4. Our membership is definitely IN FAVOR of the establishment of REST HOMES for TORPEDOED SEAMEN, but we feel that in order that these REST HOMES may function for the BENEFIT of the SEAMEN and not for a "job-trust" that they should be put under the control and management of the UNITED STATES PUBLIC HEALTH SERVICE, an old-established American institution that has proved itself many times over, and which has a QUALIFIED STAFF to administer such a program.

"We trust this clarifies our position relative to the UNITED SEAMEN'S SERVICE, and we are advising the American Federation of Labor and the General Public of our position."

Sincerely yours,  
HARRY LUNDEBERG,  
Seafarers Int'l Union of  
North America.

## Editor's Mail

Editor, Seafarers Log  
Dear Sir and Brother:

I just finished a 6 month trip on the S.S. Benjamin Harrison and the long days were made much more enjoyable because of the fact that we had aboard a new pair of boxing gloves and a punching bag. This equipment was donated to the crew by Nat Fleisher, who is editor of *Ring Magazine*.

I wonder if you would print our thanks in the *Log* and then send a copy of it to him. We sure did enjoy the things and want him to know it.

Yours,  
"HANK" COHEN

## SEAMEN'S WAR RECORD LAUDED

(Continued on page 2)

"Despite expected increase in enemy attacks on our merchant shipping in 1943, a greater percent of survivals is anticipated," said Land.

"New regulations (May 1942) require each vessel to carry a portable radio transmitting set in at least one of their lifeboats capable of sending out an automatic SOS signal. This regulation has been complied with (as of December 1) 62%, and the percentage will improve as equipment is available.

"New regulations (as of January 1, 1943) require approximately a 50% increase in the capacity of lifeboats—15 cu. ft. per person. New Liberty ships now carry six boats instead of four and two of these are motor boats. This means lifeboat capacity for double the number of the crew or boats for the full crew on each side of the vessel. In addition quick releasing rafts of sufficient capacity for the entire crew and also additional life floats are carried.

"Improved lowering and releasing gear for lifeboats now make it possible to launch a boat in half a minute or less.

"Contrary to some publicized but erroneous statements, lifeboats are the principal means of saving life at sea. A 1942 survey of a group of vessels whose crews numbered 1,756 persons, showed that 81% or 1,432 persons were rescued. Of these 79% were saved by lifeboats, 14% by rafts, 1% by life jackets and the remaining 6% by remaining on board.

"A record of the first 46 of this group sunk reveals 700 men were saved by boats and 84 by rafts. This same approximate ratio holds true today. These 46 vessels carried 115 rafts of which 36 or 30% were launched. At the same time 46% of the lifeboats were launched.

"The speed with which lifeboats are launched is shown by the case, in the early part of the war, of a vessel with 391 persons on board which sank in 4 minutes and 20 seconds with a loss of only six crew members and three passengers.

"A recent survey of the time in which a torpedoed ship sinks shows times as widely varied as two minutes, in an unusual case, to nine hours, with approximately half sinking in less than ten minutes. The average sinking time of ships included in this survey was one hour and 52 minutes. This is very much the same as it was last spring or earlier in the war and therefore would not indicate any increased efficiency in enemy attacks. Newer ships of the long-range type are, however, more capable of resisting attack as they are faster, better armed, and in case of torpedoing sink slower because of stronger construction and more bulkheads."

## SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICAN

ATLANTIC and GULF DISTRICT

### Secretary-Treasurer's Office

ROOM 213—2 STONE STREET, NEW YORK CITY  
P. O. Box 25, Station P. Phone: BOWLING GREEN 9-8348

### Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK	2 Stone St. Dispatcher's Office Agent	BOWLING GREEN 9-3450 BOWLING GREEN 9-3437
BOSTON	330 Atlantic Ave.	LIBERTY 4057
BALTIMORE	14 North Gay St.	CALVERT 4539
PHILADELPHIA	6 North 6th St.	LOMBARD 7651
NORFOLK	25 Commercial Pl.	NORFOLK 4-1083
NEW ORLEANS	309 Chartres St.	CANAL 3336
SAVANNAH	218 East Bay St.	SAVANNAH 3-1728
TAMPA	423 East Platt St.	TAMPA MM-1323
MOBILE	55 So. Conception St.	DIAL 2-1392
PUERTO RICO	45 Ponce de Leon	PUERTO DE TIERRA
GALVESTON	219 20th Street	GALVESTON 2-8043
FT. LAUDERDALE	2021 S. Federal Highway	

## Around The Ports

### TAMPA

Business down in this section has slowed down to a crawl. Majority of the boys are broke and ready to ship but the only action around is a few unqualified jobs and three or four of the local winos sniping for live ones.

Our honorable and esteemed agent is in drydock for repairs. Some dopey dame ran over a stop street (and him too) down town the other afternoon. He had his one and only suit on at the time and now both of them look like they've been run through a cotton gin. (Anyone not knowing what a cotton gin is ask some Baldwin County boy).

For quite some time the officials of this port have been having trouble with the WSA Recruitment and Manning Branch here. The old goat in charge of the thing doesn't know a fid from a tail shaft and has been refusing to OK men for their seamen's papers. He gives some cock and bull story about having to have three months discharges or something, which is a phoney stall to shove MC men, or some other scrub he's picked up around town, on the ships. He has hindered this branch several times in supplying men on time when needed. The Govt. would save some dough by putting him in charge of an old maids' knitting club or better yet by buying him a gun so he can go out behind the house and shoot himself.

Here's a hot one—A Ford ship comes in and the skipper, before

he'll take an AB outa the hall (don't know whether he called the WSA or not), sends clear to Jersey for a man. But don't be taken aback boys; sooner or later his executive ability will be noticed and he will be appointed to a high ranking position in the MC, WSA.

We understand that the hall in Port Everglades is now open. How's for a piece in the *Log*, J.K., on what's doing down in that country?

We are in mourning for our agent in Norfolk. We hear he has outfitted himself with a wife, four kids, lot, and house completely furnished with a \$4 heater (the stove is paid for). His headaches will now shift from the waterfront to the home front. Join the army, Marty.

Some of the boys note with some interest that Paul Hall is Dispatcher in Baltimore. They orate that it puts them in mind of times along during the Alcoa beef when some of the fair haired suckers strayed off the straight and narrow and reaped a few shiners for their waywardness. Oh boy, what was it they called the gang around Baltimore and Gay, Paul Hall and his bunch of Tampa Goons. Water under the bridge, how it does flow. If it wasn't so cool a dozen or so of us sunflowers would ease up to ship but long-handles are scarce. However, if any parties commence we'll be along in time to pay the fiddlers.

In the meantime, keep your hat from floating, everybody.

STEELY WHITE, 56G

## S.I.U. BUY MORE BONDS TO TUNE OF 25 G's

(Continued from Page 1)

WHEREAS: this cash is lying idle in the bank, and

WHEREAS: United States Defense Bonds constitute the safest investment in the world, the entire integrity of the government being their guarantee, and

WHEREAS: the government has urgent need of this money to finance a war in which our members are front line fighters, therefore be it

RESOLVED: that the Secretary-Treasurer of the Atlantic and Gulf District be instructed to withdraw \$15,000 from the Strike and Organizational Fund, and \$10,160 from the Hospital and Burial Fund, and with this money purchase war bonds, and be it further

RESOLVED: that a banking committee of 3 men be elected at the New York Branch meeting to go with the Secretary-Treasurer to deposit these bonds in the safe deposit box. These bonds shall be examined by each Quarterly Finance Committee.

THOMAS WILHELM, No. 7473

JAMES H. HANNERS, G-256

ALVIN C. DE WITT, No. 20258

ALFRED STEWARD, No. 764

WM. MURPHY, No. 23194

### DO NOT SHIP

W. J. HARKINS ..... G-217  
RAYMOND GUZMAN ..... 22795  
J. C. BROPHY ..... 2877  
ALBERT C. GODBOLD ..... No. 4214  
RAMON OCASIO ..... P 7206

### PERSONALS

E. H. P. JENSON:

Your book has been found and returned to the office of the Secretary-Treasurer, in New York.

## ATLANTIC AND GULF SHIPPING FOR JAN. 25 TO FEB. 6 INCLUSIVE

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	381	281	296	864
REGISTERED	290	277	200	767
ON HAND	465	543	211	1279