



SEAFARERS LOG



OFFICIAL ORGAN OF THE ATLANTIC AND GULF DISTRICT, SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

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No. 8

Seafarers Join West Coast Unions In War On RMO Fink-Card System

NMU Rank And Filers Outraged Over Curran Role On Fink-Cards

Rank and file members of the NMU are just as burned up over the RMO fink card system as are the SIU and SUP men. And because of this the Stalinist NMU leadership is on the spot and squirming. Having served as the labor cover for the WSA - RMO fink maneuvers, and having actually sponsored such shipping rules as those recently laid down by Macauley and the WSA, the NMU leadership is hard pressed to explain to its membership just what goes.

Take the NMU membership meeting held on March 11 in Manhattan Center when one after another rank and filer took the floor to denounce the RMO draft set-up. Joe Stack was the chairman and became rather desperate and final-

ly said (believe it or not . . . it's in the minutes) that the SIU was responsible for the new RMO rules.

Here are his exact words: "These are rules laid down by the government. As far as the NMU is concerned, we laid down war-time shipping rules . . . But the other unions, the SIU . . . a man from those unions could stay on the beach . . . those are the unions that brought this thing about."

What Stack is saying, in plain English, is that the NMU rolled over and played dead dog every time the WSA barked, but the SIU didn't retreat before the shipowner pressure and because they didn't retreat the WSA cracked down with the new rules.

The truth of the matter is that the RMO felt strong enough to enforce the new rules precisely because of the retreats beat by the
(Continued on Page 4)

Acting swiftly to join the West Coast unions in war upon the Union busting plans of the Recruitment and Manning Organization of the War Shipping Administration, the Seafarers International Union voted up and down the coast last week to follow the lead of the Sailors Union of the Pacific and reject the RMO-fink card system.

By joining the West Coast unions in this battle, the SIU swells the ranks of protesting seamen to 70,000 men on both coasts. Every maritime union, with the exception of the NMU, has now announced its opposition to the RMO plan.

Ft. Trumbull Men Protest Bonus Chiseling

FT. TRUMBALL, CONN. — The WSA was petitioned by over 800 officer candidates in the school here last week who went on record as strongly opposed to the recent rulings depriving the seamen of Port Area Bonuses, and revising the War Risk Insurance, which curtails the seamen's rights and offers scant protection to them sailing under war-time conditions. The protest was addressed to Capt. Macauley of the WSA and vigorously points out the injustice of the new policies and declare them to be adverse to the morale of the seamen.

A copy of the protest, printed at the request of SIU members attending the school at Ft. Trumbull, is as follows:

March 23, 1943
From: Officer Candidates, (Signatures attached) USMS, Fort Trumbull.
To: Captain Edward Macauley,
(Continued on Page 4)

Henceforth SIU men will refuse to sign the RMO draft registration cards when they are submitted to them at the end of a voyage. SIU men will refuse to aid the anti-Union RMO in setting up a super-black list in Washington. SIU men will continue to sail the ships, will observe all the laws and regulations pertaining to those ships, but they will fight for their rights as union men.

The seamen now have their own "second front" in this war. Their first front is the torpedoes and bombs they face at sea. Their "second front" is here at home

where the RMO is attempting to set up a continuous discharge record to be used in the future moves against union militants.

Should the seamen lose their battle on the "second front," a victory on the first front would indeed be empty.

In fighting the RMO's finky plans, the seamen are not violating any Selective Service regulations laid down for the maritime industry. Furthermore, SIU and SUP men will observe the shipping regulations and directives issued by the War Manpower Commission. SIU-SUP men are active seamen engaged in transporting supplies to the war fronts and in so doing, endure hardships fully comparable to those endured by the fighting forces. These unsung heroes will not shirk their duty on the high seas, but neither will they surrender to the enemies at home.

From the time our unions were smashed in 1921 by the old Shipping Board until the revival of unionism in 1934, the chains of sea slavery weighed heavily on the men of the merchant marine. The black list and fink book were used to disorganize and demoralize the men. Those memories are vivid . . . too vivid to allow a seaman with a spark of self respect and courage to passively accept a repetition of this whole finky pattern all over again after this war.

And it is just such a pattern which the RMO has in mind . . . there can be no doubt about that.

This struggle with the RMO over the fink card is but one battle in a long war between the seamen and their enemies, a war which is destined to reach its decisive stage when the Axis has been defeated abroad and the shipowners really open up in their drive on union wages and conditions. What union men must bear in mind is the fact that should they lose to the RMO on this fink card issue, then the final battle with the shipowners is going to be just that much tougher.

DON'T SIGN THE FINK CARDS! DON'T HELP THE HANGMEN PLACE A ROPE AROUND YOUR NECK! CARRY ON THE FIGHT FOR DEMOCRATIC RIGHTS AND FOR FREE TRADE UNIONS!

Shipowners Ride The Gravy Train

1941, a year when the shipowners were fighting tooth and nail against the wage demands of the men who sailed their ships, saw fantastic profits rolled up by the shipowners. The profits totaled more than the value of the ships themselves. This was revealed last week in a report given the House Merchant Marine Subcommittee by the Maritime Commission.

Of course, the Maritime Commission didn't like to reveal the figures, especially since they had approved the rates, but the whole thing was printed in the Congressional Record and now becomes public property. The seamen that sweat and die aboard the rust buckets sent to sea can now read how rosey life is for the men that sit ashore and rake in the profits.

Here is the profit sheet — in each case it is greater than the value of the vessels used to bring home the gravy:

American	
Export Lines	\$1,572,144
American	
Hawaiian Line	3,096,749
Calmar S.S. Co.	2,639,989
Isthmian S.S. Co.	2,529,292
Luckenback S.S. Co.	3,879,729
Matson Navigation Co.	995,390
McCormick S.S. Co.	743,516

Remember, these aren't the complete profit sheets of the operators, these figures represent only the gravy from runs made to the Red Sea with Lend-Lease supplies for the British Empire.

Remember the battle we had getting a Red Sea bonus from these profit gluttoned shipowners?

Stranded WSA Graduates Are Disillusioned About Set-Up

Last week a kid wearing a disconsolate expression on his face and on his back one of the monkey suits given out by the Maritime Commission training schools, wandered into the union hall in New York. He dropped into a chair and announced, "To hell with it, I'm going back to the farm."

"Four months ago," he continued, "the Maritime Commission sent a lot of posters out to my home town which said that there was a big shortage of seamen, that seamen make \$300 a month, and that all you had to do to help the war effort and to make this big dough was to go to one of the schools run by the WSA."

The old-timers in the hall began to smile, for they knew the story only too well. It had been told time and again by disillusioned graduates of the WSA schools.

"Well, I left home and went to the school at Sheepshead Bay," the kid said, "and here I am high and dry. I can't get no job at any salary—let alone the 300 bucks I heard about."

This kid and his tale of woe was typical of

hundreds of graduates that come into SIU halls every week. Under the WSA training program thousands of unrated men have been turned into the maritime industry which has no jobs for them. And even as these green, unemployable "seamen" hang around aimlessly on the beach, the WSA is conducting a drive for more funds to increase its training program.

This month Telfair Knight, Director of the U.S. Maritime Training Service, requested that the government appropriate \$83,000,000 in public funds to pour 75,000 more green men into the industry.

What Mr. Knight proposes to do with these men is not made clear in his request for funds. He talks vaguely about a shortage of seamen—but he knows full well the shortage is of rated men, not the type of seamen turned out by his schools. He knows full well that his program will further glut the beaches with unemployable men who will become demoralized from inactivity. Behind all this, of course, is the hope held by

(Continued on Page 4)

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REPORT FROM

Washington

By Matthew Dushane

U. S. Coast Guard:

The merchant marine council held a meeting on March 31, 1943 to discuss the following:

141.2 Able Seamen Substitutions. (1) The Master of any inspected vessels may substitute for any able seaman required by the certificate of inspection therefore, any certified seaman who has had not less than six months experience on deck at sea or who has successfully completed the prescribed three months of deck training at a Maritime Training School: provided, that (1) the Master of such vessel has made every reasonable effort to obtain such able seaman. (2) such substitution is necessary to permit such vessel to sail without delay, and (3) such Master sends a written report of such substitution in duplicate, by mail or otherwise, to the nearest Coast Guard Merchant Marine Inspector in charge prior to the departure of the vessel. Such report shall contain the name and certificate number of each seaman substituted for an able seaman and shall be signed by the Master.

(B) In the event that such Master is not able to obtain able seaman, or substitutes therefor with the qualifications specified in sub-section (A) hereof, but only in such event, certified seamen whose qualifications are less than those specified in sub-section (A) hereof may be substituted for able seamen in accordance with the subject to all the conditions of Section 141.3 hereof.

141.3 General Substitutions. Subject to the limitation with respect to able seamen specified in Section 141.2 hereof, the Master of any inspected vessel may, if such action is necessary to permit such vessel to sail without delay, substitute for any licensed officer or rated seaman required as part of the complement of such vessel by the certificate of inspection therefore, any licensed officer or lower rank, who is an American citizen, or any certified seaman of lower rating: provided, that (1) the deficiency in complement is not caused by the consent, fault or collusion of the Master, Owner or any other person interested in the vessel, (2) the Master, prior to the signing on of the crew, make every reasonable effort to obtain such required licensed officer or rated seaman, (3) the person substituted for such required licensed officer or rated seaman is the best qualified substitute therefor that the Master could obtain.

(4) The Master is of the opinion that the vessel is sufficiently manned for the contemplated voyage, and (5) the Master, prior to departure prepares, executes and files with or sends to the Shipping Commissioner before whom the crew was signed on or, in cases when the crew is not required to be signed on before a Shipping Commissioner, to the nearest Merchant Marine Inspector in charge, two copies of a report for each substitution made." Unquote.

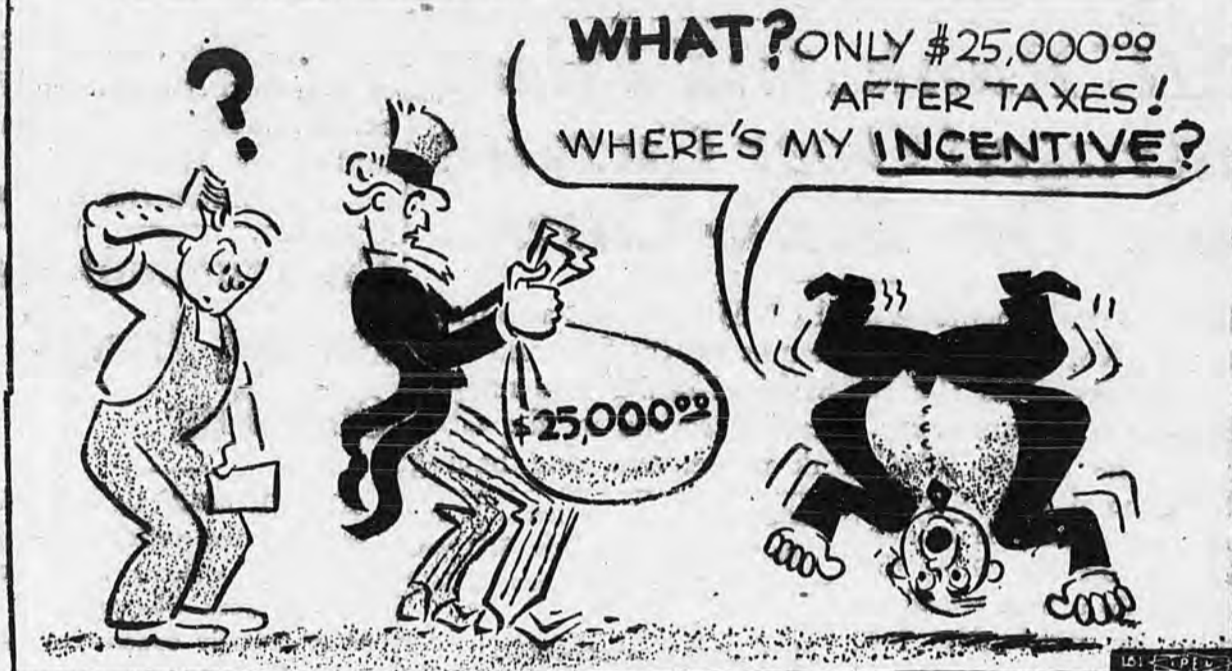
The WSA has requested the Coast Guard that the law be waived, and the above be substituted. Mr. T. Knight of the training division of the WSA made the statement that in the port of New York there were Fifteen ships that missed their convoy in the last month due to the shortage of qualified seamen, mostly Able Seamen.

Mr. Knight did not back up his statements to the council with the names of ships that missed their convoys, or what effort was made to get the needed qualified men to man the ships so that they would be able to sail with the convoys mentioned.

I took the position that this waiver of the law discriminates against the ordinary seamen who are members of the organizations that I represent, and that we feel that the Coast Guard, is in a position to know whether there is a shortage of qualified Able Seamen better than the WSA, as their shipping commissioners sign on and clear all ships.

This looks to me like the final brazen attempt by the WSA to place men into the industry who have never been to sea, and put them in positions where qualified men are required to carry out all the safety measures adopted by the Coast Guard.

We know that the WSA is not concerned with safety measures, their whole objective since they have been given the control of the training program by the President of the U.S., by an executive order, is to flood the industry with seamen, and from all indications their



next move is to eliminate the unions completely from the maritime field.

Under this waiver the WSA can place men who have never been to sea, but have been in a U. S. Maritime Training School (WSA) for three months, on board any merchant ships as able seamen, but ordinary seamen who have been to sea less than six months and have been torpedoed are not accorded the privilege to go to sea as an able seamen if there is a shortage of AB's when the ship is signing on. This move by the WSA is to unload some of the trainees that they have laying around, and they will then start another campaign to train more men for the industry, and fulfill their contracts to the manufacturers of uniforms that they are giving to officers and trainees free of charge. This whole set-up stinks on ice.

War Manpower Commission:

They have finally called the meeting, that for several reasons was always postponed and the following representatives attended:

V. J. Malone of the MFO; Capt. C. Mays of the M. M. & P.; J. Hawk of the SIU and yours truly. Mr. McPherson represented the "WMC, Selective Service also had a representative there.

All the union representatives that attended the meeting informed Mr. McPherson of their memberships' objection to the directive that give the RMO of WSA the authority to act for the SS in informing them of the movements of active seamen.

After several hours discussion, Mr. McPherson of the WMC planning division informed the union representatives that the WMC will not make any changes in the directive, unless the unions agree to give the RMO a chance to operate under the directive that the WMC issued to Selective Service.

Mr. V. J. Malone recommended that the WMC issue a supplemental directive, wherein the master of the vessel will send the perforated post cards directly to the local boards, instead of to the RMO. This was my recommendation to the WMC when this dispute first started months ago. Mr. McPherson refused to give this any consideration, and the meeting broke up with me making a statement that we were going to take this dispute up with the Labor Management Policy committee. Mr. McPherson also informed us that he was instructed by Mr. Harper to refer this dispute to the same committee if we did not agree to let the RMO handle it. So it now looks as though we will know where we stand on this dispute, and see whether the L-M-Policy committee will uphold us on our stand that this directive will upset the whole industry.

There is one very vital point that was brought out by Col. Mendelson of Selective Service. Any seaman who is ordered reclassified or ordered to appear for his physical examination and be inducted into the Army, can appeal to his local board, and request that his appeal be heard in the Port or City where the seaman is at the time that he is ordered to appear. If a seaman is registered in any state, and he is in San Francisco ashore when he receives his notice from his local board, lets say Montana, he or the Union can request that his appeal be heard

(Continued on Page 3)

MOBILE

The chief PIE CARD for the New Orleans branch, Brother Armstrong, arrived here Sunday after being out for 6½ months ducking submarines and he did not look any the worse for it.

And, Brother that crew certainly rates the E pennant. The three department delegates had everything in order and the entire crew was so tickled about it they contributed \$145.00 to the Seafarers Log.

Now, that's a mark for the other ships to shoot at. Deck \$55.00; Engine \$45.00, and Stewards \$45.00.

OLDEN BANKS, Agent

SAVANNAH

Just a line to let the boys know I am expecting new ships out on the 9th, 17th, 24th and 30th of this month. Will be looking for men with all ratings in all departments. Now is the chance for all you boys who want to ship to get yourself a berth. Come on down to this port and I know I'll be able to use you.

Steady as she goes.

CHARLES WAID, Agent

CORRECTION ON SHOE RATIONING

In the last issue of the LOG it was stated by error that seamen would be required to obtain a ration book from the OPA in order to buy shoes.

The correct procedure in New York is for the seamen coming in from service to apply to the SIU Hall and obtain a letter from the agent. He is then sent directly to the rationing board at 150 Nassau Street, New York, and given a permit to purchase the shoes.

Washington Report

(Continued from Page 2)

in San Francisco instead of him going to Montana or any other state to submit his appeal. This will enable our members to now request that their appeal for a reclassification or re-order in their draft status to now be heard in whatever port they are in. The local board will submit the files on the man's case to whatever city the appeal will be heard.

If the WMC directive is not revised and a longer period is not allowed, it is to the interest of the merchant seamen to see that they do not overstay the time limit that is allowed under the directive, which is limited to Thirty Days. If the seamen do not fill out the RMO cards or do not sign them and they stay within the time limit allowed by Selective Service, my opinion is that they are still active seamen, and the local board that will hear their appeals and give them consideration as active seamen under the limits of the Selective Service memorandum 182, thirty-day limit.

Naval Gun Crews:

I attended a WSA conference called by Wyckoff and Pennington at which they proposed that the WSA put eight additional men on the ships to replace members of the gun crews. I informed them that I had no authority to commit the organization to their proposal and informed them that if they intended to do anything regarding the increasing of the compliment of the ships' crews, they should write a letter to all maritime unions involved so that the membership of the unions could express their opinions. This they refused to do.

The NMU is sending men to the WSA training schools to get training in the handling of guns. In answer to my question as to whether the WSA had made any deal with the NMU regarding putting these men on the ships, they informed me that the WSA had made no deal with the NMU.

Before merchant seamen are to take on the responsibility of manning the guns, there are certain problems that I believe should be answered by some authorized government agency.

1. Are merchant seamen going to get the same disability benefits that the men in the armed forces get? If the merchant seamen handle the guns they certainly become members of the armed forces. Men in the armed forces get \$100 per month for total disability received in line of duty. Under the present set up seamen receive only \$5,000 for total disability received in line of duty.

2. If merchant seamen are interned, their wages go on for a period of two years only. If men in the armed forces are interned their wages go on until they are discharged from the services.

3. Will merchant seamen receive civil service consideration the same as men in the armed forces?

4. There are other benefits that the men in the armed forces are entitled to. If the merchant seamen handle the guns are they going to receive these benefits.

Selective Service Procedure:

WSA instruction Number 49, dated March 4, 1943 dealing with the procedure to be followed in deferment of seamen was discussed at a meeting called by the WSA this week.

Representatives of the RMO tried to convey the idea to all the union representatives that in order for a seaman to get deferred he must comply with this instruction (fink card system). They based their statements on a letter signed by different representatives dated 11-18-42 and sent to the chairman of the War Manpower Commission.

As one of the signers of this letter, I protested that the letter in no way requested the WMC to empower the RMO to act as an agent for Selective Service. This letter is carried in full in the Nov. 27, 1942 issue of the SEAFARERS' LOG. I further emphasized that the unions, when they signed this letter, asked for a blanket deferment of merchant seamen under the present Selective Service directive No. XVIII.

This conference looks to me as though it was called for the specific purpose of discussing certain problems, but mainly to be used with the WMC in further helping the RMO to put their program over. Under the discussion of Selective Service the conference was cut short when the meeting got hot. Mr. Dimock stated that it was past the adjournment hour which was set at 5:30 and yours truly had the floor after sitting there like the Sphinx all day listening to their gas. However, I had inserted in the record that the SUP and SIU was opposed to the RMO having anything to do with the question of seamen's deferment. This was done mainly so that the RMO could not go to the WMC and say that they had a meeting with all the representatives of the maritime industry and that none of them had raised any objections to the new set-up.

Since that meeting was held I have received a bulletin issued by the Selective Service which is headed, "Activity and Occupational Bulletin No. 26-2." I advise all agents to get one of these from their local boards as it is important to have one. I am of the opinion that it will help to clear up some of the confusion that exists as to a seaman's status. On page four of this bulletin it specifically states that a merchant seaman actively engaged should be classified in 2-B or lower, as such service may properly be considered as tantamount to military service.

Alien Seamen Restricted By New W.S.A. Rules

The employment of alien seamen on American, Panamanian and Honduran vessels chartered to the War Shipping Administration, was sharply curtailed this last week by a new amendment to shipping rules handed down by the WSA.

According to the new amendment operators of WSA ships may not employ:

(a) any Norwegian, Netherlands, Belgian, Polish, Yugoslavian, Greek, or British national who was not employed on April 8, 1942, or had not been employed prior to that date, or

(b) any Brazilian national who was not employed on Feb. 1, 1943 or had not been employed prior to that date, except by consent of "properly accredited representatives of the nation involved."

Behind this ruling is the difficulties experienced by "United Nation" shipowners in keeping their own ships manned when they pay scab wages. This rule will force the alien seamen to get off American ships and sail their own rust pots at low wages and poor conditions.

PERSONALS

DANIEL BOYCE

Contact Silas Blake Axtell, 15 Moore Street, New York City.

FREDERICK SHIELDS

Your book has been found and is in Headquarters office in New York City.

CARL O. JOHNSON, No. 7438

It is important that you contact Mr. Conroy of the FBI in New York City.

OLIVER JACKS

Your family is worried about you. Write them at once.

DANIEL BOYCE

Your case is coming up the middle of this month. You should contact your attorney, Silas B. Axtell, at once.

FRANK PEINERT

Your union book has been found and is now at the Andrew Furuseth Club, 30 East 37 St. New York City.

GASTON SMITH

Your sister is trying to locate you. Write her at 361 S. Rampart Street, New Orleans.

BAN SELLERS, WALTER WILSON, LLOYD BLANCHARD, JOSE GALARZA, JOHN H. SPEARMAN

The case of William Brown who was hurt aboard the Delmar is coming up soon. Please contact Attorney Bentley Byrnes in New Orleans.

Notice From Baltimore

The following brothers have papers and discharges in the Baltimore hall:

- WILBER L. FOYLER
- PAUL JAMES COOK
- WILLMONT L. DRAPER
- JOHN HENSUMS
- WALTER LEIGHTON
- JOHN B. FULTON
- JOHN L. HOFFMAN

DO NOT SHIP

Thomas Morgan, R. Snell, W. Little, J. Austrawski, Ralph Williams, E. Bevers, R. Snell, John R. Wollard, John W. McKenna, A. V. Wilk, J. J. Austrashi, Leo Annunen, C. H. Cook, J. Clark, Douglas C. Spiers, P4050; Con Houston, P527; Sam Friedman, P8128.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICAN ATLANTIC and GULF DISTRICT

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Out of the Focs'l

by
J. L.

Many of the brothers come into Headquarters complaining about the maritime trainees aboard SIU ships. The brothers forget that it is their duty to teach these fellows unionism so they will be able to carry on in the future. Every man has to learn the ropes at one time or another and if they will take time out to sit on the hatch and give the boys the right score, they will become good Union brothers. As an added reminder, a lot of the old-timers are being lost at sea and if you don't teach the youngsters, who is going to help us carry on after the war is over?

△ △ △

The record of 83 days in a lifeboat is going to stand for a long time, but the SIU members are striving to break the record. Prior to this time, Jules Souza held the record, having been in a lifeboat for 34 days. Recently, 28 brothers were in a lifeboat for 22 days. The only complaint the brothers had were against the licensed officers. Besides being first in the lifeboat, they kept drinking all the water they wished, while they rationed the crew to 2 ounces of water a day. The boys couldn't do much about it, as they kept a gun on them all the while.

△ △ △

We regret to hear that Tom Ciminski was recently lost through enemy action. One of the Waterman ships that was lost took a heavy toll of old-timers from the Gulf. We regret to hear of their loss.

Seafarers' Log-

HONOR ROLL

FOSTER, M.	\$1.00
BOYD, W. E.	1.00
HOWELL, P. T.	.50
ALDERMAN, W. D.	1.00
HERRERA, R.	1.00
DOWELL, G. R.	1.00
KUSCHKE, WM. F.	1.00
MAXIN	1.00
HUDNALL, N. H.	1.00
RODREGUEZ, F.	.50
KENDRICK, D. J.	.50
CAPOTO, A.	.50
BURNETT, W. N.	1.00
MERCER, A.	1.00
AJON, A.	.50
BREGARA, G.	.50
EAGER, R. T.	.50
ROMM, A.	1.00
SOILEAU	.25
DILLIVIG	.50
CREED, J.	.50
CARASCO, R.	1.00
SPIVAL	.75
JERRY	1.00
ATWELL, J.	1.00
SARVIS, W. W.	.50
LOYOLA, A.	1.00
HERBERT PARKER	1.00
GEORGE WINSLOW	2.00
M. A. O'BRIEN	5.00
PUERTO RICO	5.00
CREW S. S. WILLIAM TILGHMAN	22.00
CREW S. S. CALMAR	8.00
CREW S. S. CITY OF MONTGOMERY	8.00
TOTAL	\$72.00

NMU Rank And Filers Outraged Over Curran Role On Fink-Cards

(Continued from Page 1)

NMU leadership. Had Curran and Company stood and fought this issue the way the rest of maritime labor did, the rules would never have been handed down in the first place.

Not one word of criticism of the RMO fink card system has come from Curran or appeared in *The Pilot*. As a matter of fact, *The Pilot* hailed the new rules as a victory for the seamen. The Feb. 26 issue of *The Pilot* reported the new fink cards in a story headlined "Active Seamen Needn't Report At Draft Board." The whole story was written in such a manner so as to make the rank and file think that they were no longer going to be kicked around by the Draft Boards, but now would be protected by the union.

Stack, at the March 11 meeting, continued this fake when he said that the new RMO rules have "given a certain amount of power to the Union."

Sure, it empowers the unions to act as finger men for the RMO in placing their own members on the spot. What kind of power is that?

What is significant in Stack's weasel words is that the NMU leaders are on the defensive before an outraged rank and file. The NMU minutes for this particular meeting list man after man as taking the floor to denounce the RMO fink card plan and the NMU leaders for failing to oppose it.

Robert McElroy is quoted as saying, "I think if the officials of the Union would take a little more interest in things like this instead of some of the political maneuvers that go on, we would have a much stronger union. As it is right now, the Administration is putting things over on the seamen and workers in general that I guarantee you this Union would be in the air over if it would have happened a couple of years ago."

Another unidentified member took the floor to say, "I would like to know why they are trying to squeeze us. It looks like they are trying to get rid of us good union men."

And so it went until the great Curran himself felt called upon to take the floor and stem the protests. Curran is a more experienced and cynical bureaucrat than Stack. He didn't attempt to appease the outraged rank and file. He didn't give any grudging admission that the RMO might be a fink outfit determined to sabotage maritime labor. Not Curran.

"Brothers, those rules are exactly the same as our shipping rules," he said. "We were able to make them (RMO) adopt the Union shipping rules."

There it is—cold turkey. It wasn't the SIU after all, it was Curran who helped the RMO draw up its fink plan.

"You got those rules now," Curran thundered, "There is nothing wrong with them."

All this is in the minutes—black and white—for anybody to read.

Curran's words are a cynical

revelation of the whole finky role played by the Stalinist leadership of the NMU. It is a leadership which will go to any lengths to suppress militant rank and filers who want to fight for unionism.

In the years to come, when the unions are finally joined in a life or death struggle with the shipowners and their RMO fink halls, let the seamen remember that Curran helped set up those halls, that he once said, "there is nothing wrong with them."

Ft. Trumbull Men Protest Bonus Chiseling

(Continued from Page 1)

USN (ret.), Deputy Administrator, War Shipping Administration, Washington, D. C.

Via: (1) Superintendent, U. S. Maritime Service Officers School, Fort Trumbull, New London, Connecticut.

(2) Commandant, U. S. Maritime Service, Washington, D. C.

(3) Assistant Deputy Administrator for Training, War Shipping Administration, Washington, D. C.

Subject: Second Seamen's War Risk Policy and Bonus Rates.

1. We, the undersigned Officer Candidates, are at present students in the United States Maritime Service Officers' School at Fort Trumbull, New London, Connecticut. Most of us have returned from recent sea duty, many of us have met enemy action, and all of us will return to sea and finish the job that democracy has allotted to the Merchant Marine.

2. We, probably more than any other group of American citizens, realize the need for a strong Merchant Marine and the needs of its personnel. Therefore, we submit our names to you as being strongly opposed to the new bonus rates and insurance policy proposed by the Maritime War Emergency Board.

3. We believe the new policy to be unjust and, as a consequence, will have adverse effect on the morale of seamen.

4. Should not the Merchant Marine be extended benefits worthy of their sacrifice upon the high seas in their efforts toward victory?

5. We urgently request that the issue be re-examined and that a more equitable decision be rendered.

6. Assuring you that we are not only proud of the records our shipmates are inscribing in the history of the United States, but that on our return to sea we will strive to better those records.

IN MEMORY OF BROTHER JOSEPH NENE, O.S. 1897 - 1943. Died Outwood, Ky., Hospital, January 30, 1943

Stranded WSA Graduates Are Disillusioned About Set-Up

(Continued from Page 1)

Mr. Knight and his shipowner sponsors that these trainees can eventually be used to fink upon union men and break down conditions.

As a matter of fact, the entire training program is aimed at wiping out any union ideas the trainees might have had when they enrolled.

"Now, we never heard any talk about union conditions," said the kid, "we spent our time marching in these monkey suits. Every day we had to march and drill and parade, and on our time off we had athletics and setting up exercises. I went there to learn to sail a ship, but instead I learned how to march."

The kid went on to explain that the whole atmosphere of the Sheepshead Bay school is a military one, and that the men are even forced to practice commando tactics! What relationship commando tactics have to sailing a ship is something that even Mr. Telfair Knight would have difficulty in explaining. Unless, of course, it teaches the men how to smash a picket line.

"And those commando drills were the real stuff," the kid said. "Here are the casualties for March: 7 fractured legs, 1 rupture, several broken ribs, 2 concussions, and 1 broken neck. Boy, am I glad I'm through with that stuff."

The Sheepshead Bay school is the largest of the several on both coasts operated by the WSA. It has a continuous enrollment of 10,000 men.

"The training period is 13 weeks," the kid explained, "but you may be out there longer because you wait until your section is filled before you start learning anything. I was out there damn near a week before my section was at full strength of 60 men and we started on the old merry-go-round."

"The first week we cleaned quarters and stood fire watches. The second, third, and fourth week we learned ship's structure and terminology, rowing, swimming and marching. Boy did we march! On the fourth week we learned life boat

construction and equipment and then choose our department. I chose the deck department. I should have chosen steward—at least I might now be able to get a job slinging hash in some ulcer factory.

"The fifth week is called 'work week' and we do kitchen police, stand security and fire watches—4 on and 8 off outside and 6 to 6 inside. From the fifth to thirteenth week we get departmental training and we MARCH! At the end of the thirteenth week we graduate if we have received our life boat ticket. That is all we have—a life boat ticket, no AB, no fireman, nothing. I stand as much chance getting a job now as if I had never gone to the school at all.

"Why the WSA has hundreds of us fellows stashed away in mid-town hotels and nothing to do with us. Things are so bad that they are now offering to send us back to school again for 'advance training,' what ever the hell that is. Even if you take the 'advanced training' you don't come out with an AB ticket, and that's what a man needs to be sure of shipping."

There was little comfort that the old-timers or the union dispatcher could give the kid. True, there were jobs for ordinaries coming in all the time, but the union had 5 men for each job and it certainly didn't look like a shortage of ordinaries would develop in the near future.

As the kid got out of his chair and started to leave the hall, he scratched his head and said, "There's one thing I can't understand. This WSA outfit is still recruiting men for their schools and keeps 10,000 going through Sheepshead Bay in 13 week periods. Why do they do that? They can't give 'em jobs when they get out. It don't make sense."

No, it doesn't make sense if you view it from the needs of the industry. But then, the shipowners and brass hats have other problems besides winning this war—they have the unions to smash. Their training program is aimed less at Hitler than at organized labor on the waterfront.

Lake Ships To Be Armed

Lake freighters which operate in the Gulf of St. Lawrence or in the St. Lawrence River below the Saguenay, will be armed this season according to a statement released in Ottawa by the Navy.

A number of merchant ships were destroyed in this area by enemy subs last season.

Papers Lost

Carl B. Alfred, Fireman-Oiler-Watertender, has lost all his papers and discharges. Anyone finding them should forward them to the office of the Secretary-Treasurer, New York City.

ATTENTION CREW OF S. S. SHICKSHINNY

The crew which payed off the Shickshinny last November have 60% bonus money coming for the portion of the trip from the West Coast of South America to the Panama Canal. The following men should call for their vouchers at the office of the South Atlantic Steamship Company:

Henry McCann, William I. Lang, Victor M. Woodward, Alfred Lenton, Birger K. Tangedahl, Leroy T. Cleary, Solomon Albert, Joseph Sharpe, David Hall, Alexander Gurskie, Alfred H. Williams, Byron J. Kanapaux, Peter Capo, Louis Dorfmeister, William N. Szytz, John P.

Currency Exchange Rates

Army disbursing officers have been instructed by the U. S. Army Chief of Staff, General George C. Marshall, to exchange money for merchant seamen in foreign ports. Effective immediate the follow exchange rate is in approval:

COUNTRY	UNIT	VALUE IN U.S. CURRENCY
United Kingdom	Pound	\$4.035
Australia	"	3.228
Bermuda	"	4.04
Egypt	"	4.138
Iraq	Dinar	4.0425
British East Africa	Pound	4.0450
India	Rupee	3.030
British West Africa	Pound	4.055
South Africa	"	4.035
Belgian Congo	Franc	.02291
Iran	Rial	.03125
French Equatorial Africa	Franc	.023
Iceland	Krona	.1545

ATLANTIC AND GULF SHIPPING FOR MARCH 22 TO APRIL 5

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	306	270	199	775
REGISTERED	269	250	101	620
ON HAND	200	187	90	487

Campbell, Omar Ames, Harold W. Greenlee, Hal F. Stern, Victor E. Martin, Vincent J. Gretz, Leonard W. Paradeau, Joseph Reho, Peter Bush, Ralph Douglas, Raymond J. Ricketts, Frederick Oliver, Garland Bonney, Louis Wilson, Jr., Rufus Godfrey, Oswald G. Pederson, Constantine Dobrovolsky, George B. Holmes, Chester Baker, Marcus J. Franklin.
Crew of S. S. Alcoa Banner have \$125 bonus money coming. Collect at 17 Battery Place, New York City.

Money Due