

SEAFARERS LOG

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

Nominations for 1943 office are open during September and October. Any SIU member who can meet the Constitutional qualifications, is entitled to nominate himself. Complete Constitutional provisions for nominations to office in the Atlantic and Gulf District of the Seafarers International Union, appear on page two of this issue.

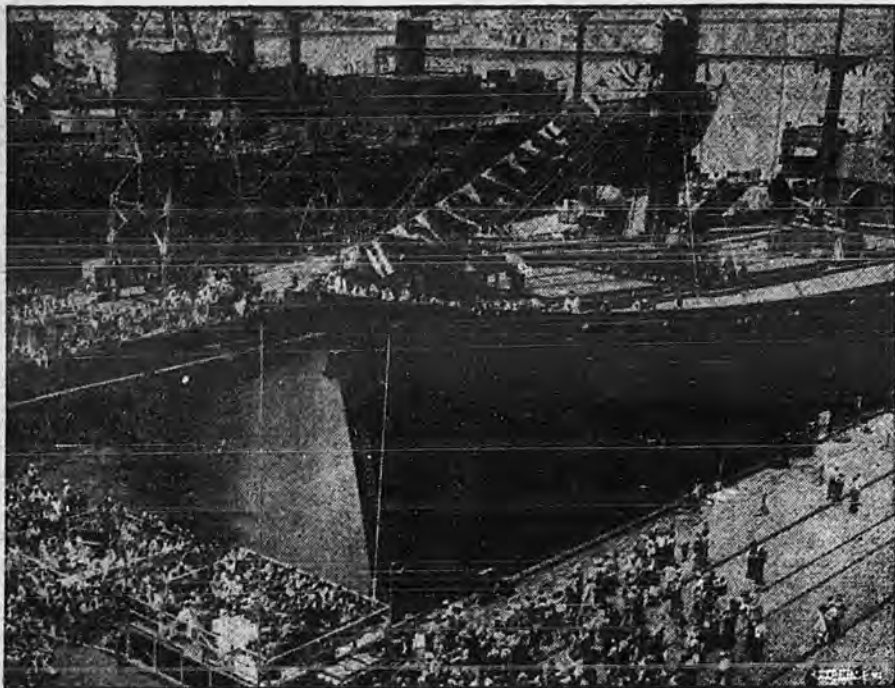
VOL. IV.

214

NEW YORK, N. Y., THURSDAY, AUGUST 27, 1942

No. 30

S. S. ANDREW FURESETH



On Labor Day a Liberty Ship, such as the one pictured above, will be christened the S. S. Andrew Fureseth and then slide down the ways. It has been planned also to name a ship the S. S. Samuel Gompers, in honor of the late President of the A. F. of L. A third ship will be named after Peter J. McGuire in honor of the A. F. of L. official who is regarded as "the father of Labor Day." All Liberty Ships named above were built with the aid of A. F. of L. metal trades workers.

Canadian Patrolman Blasts Government's Scab Wage Proposals

While the FBI continues to round up the Silver Shirts, Brown Shirts and Dirty Shirts, we, up in this neck of the woods are being pestered by a group of Crummy Shirts . . . namely the shipowners and their stooges.

Now, I don't wish to be indicted for spreading secret information, but Canada declared war on the Axis in 1939—stating that they were gangsters and oppressors of human rights and liberty. But now, lo and behold, Canada seems to have declared war upon the merchant seamen.

It so happens a number of ships are being chartered by the Canadian-Australasian Line with the kind permission of the Wartime Shipping Board and two stooges named Teackle and MacMillan. This MacMillan is the one who openly stated in 1935 that he would spend \$1,000,000, yes sreee one million smackerns, to break the maritime strike in this port.

Well, this fink herder and the shipowners have gotten together and decided to set up the following scale of wages:

DECK DEPARTMENT:

Bos'n\$64.50
AB56.50
OS41.70
Cadets13.35

ENGINE DEPARTMENT:

Donkey man\$62.90
Coal Fireman58.50
Oilers60.65
Coal Passers56.20

Weekly Overtime40 per hr.
Sunday Overtime50 per hr.
Overtime for O.S.17 per hr.

Now the controlling stock of
(Continued on Page 3)

NAVY OPTOMISTIC ON SUB WARFARE

Captain Leland P. Lovette, newly appointed director of the Office of Public Relations for the Navy, disclosed in Chicago yesterday that not more than five ships out of 2,000 convoyed in Atlantic coastal zones had been lost since May 14.

Speaking at a meeting of the Chicago Association of Commerce, Captain Lovette said four of the ships sunk were known to have been victims of submarines. It has not been established whether the fifth was sunk by a U-boat or a mine.

For the first time since January and February, when the Axis submarine warfare was carried into the Western Atlantic, he added, American shipyards last month turned out more ships than were lost.

Captain Lovette asserted that German submarines which operate off the East Coast were based mostly in ports in occupied France, where they are sheltered in bomb-proof structures.

He discounted the theory of some Americans that these U-boats are being refueled at some point in the Western Hemisphere.

Captain Lovette, in charge of
(Continued on Page 3)

SIU Meets With Army On Transport Beefs

By
HARRY LUNDEBERG

Approximately a month ago, the steamers Evangeline, Florida, and Yarmouth, SIU agreement vessels, were transferred to the Army Transport Service in New Orleans by the War Shipping Administration. According to the Statement of Policy, signed by Admiral Land and Captain Macauley on behalf of the U. S. Government, these ships were to continue under union agreements inasmuch as all vessels under the jurisdiction

S.I.U. REQUESTS W.E.B. PROTECT RIGHTS OF TORPEDO VICTIMS

(The following is the text of a Memorandum submitted to the Maritime War Emergency Board by Matthew Dushane, Washington representative of the SIU-SUP. The memorandum deals with requested changes in methods employed by some operators in paying off repatriated and torpedoed crews, and requested changes in present compensation rates.)

Gentlemen:

Upon instructions from the membership of our organizations I am bringing to the attention of the members of the W.E.B., two matters which they feel work an undue hardship on the merchant seamen and should be corrected.

We sincerely hope that the members of the board will give favorable consideration to our proposals, which we feel will help to correct these injustices, and will be of great help in maintaining the morale of the merchant seamen.

Problem No. 1. It is the practice of some S. S. Operators, that when torpedoed and repatriated seamen have arrived back in a United States port and should be paid off of their articles, they have to wait until the Master of the vessel in which they were torpedoed arrives back before they are paid off.

In some cases the Master does not arrive back until weeks later, and the seamen are not given any advances in monies so as to enable them to live. The seamen have to rely on the charity of their shipmates and friends to live while waiting to be paid off.

This causes an undue hardship on the seamen and has a tendency to break their morale. They feel the operators are chiseling and are not

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Belgian Seamen Thieves Steal Bags Widen Union's Activities At Boston Branch

LONDON—An important move to strengthen the shipping effort of the United Nations and to reestablish close relations among the widely-scattered Belgian seamen has been made by the Belgian Seamen's and Transport Workers' Union, an affiliate of the International Transport Workers' Federation. The Belgian maritime transport workers movement is led by Ph. de Witte, who attended the 1941 New York Conference of the I.L.O. as a Belgian workers' delegate.

The union whose headquarters are located in London since the conquest of Belgium in 1940, has

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On the night of August 18th the Hall was broken into by some scum bums and twelve suitcases and bags belonging to our members were stolen. Some of our members had their seamen's papers and all their discharges in their bags. Any information leading to the discovery of the thieves will be greatly appreciated.

As the Hall in Boston is now on a Military reservation and armed guards are constantly on patrol 24 hours a day, it seems rather queer how anyone could break in and carry out 12 bags without being seen. The police were notified as soon as the break was discovered, but have had no results as yet.

JOHN MOGAN, Agent

of the War Shipping Administration were to remain under union agreements with collective bargaining rights guaranteed for the duration of the War by Land and Macauley on behalf of the President. However, the Army did not see fit to live up to these previous commitments of the government. They immediately notified the crew that if they wished to remain in these vessels there would be no union agreements, there would be no overtime pay, there would be no union working conditions.

As the result of this highhanded ruling by the Army Transport Service, the men on these three vessels quit the ships. This involved approximately 700 men. The Army Transport Service then attempted to get the War Shipping Administration pools to furnish men which they refused to do, due to the fact that the War Shipping Administrations had guaranteed the unions their collective bargaining agreements for the duration of the war, and consequently if they furnished crews they would violate the Statement of Policy of May 4th, signed by Admiral Land. However, the Army Transport Service immediately contacted the NMU-CIO whose officials immediately put themselves at their service to furnish scabs in an attempt to move in on the SIU.

Ships Not Crewed

The latest report from the Gulf is that these vessels are not as yet crewed up and the bona fide seamen in the NMU are not staying with the vessel with the exception of a few Commie stooges.

The SIU officials and the membership immediately went to work and attempted to settle this beef and insisted that the War Shipping Administration live up to their agreements and that it was their responsibility to see that the Army Transport Service abide by our union agreements inasmuch as these vessels were sub-chartered by the War Shipping Administration to the Army. The War Shipping Administration, through Captain Macauley, agreed that the unions were right. A meeting was held by the AFL Executive Board and our union representatives in Chicago. President Green, of the American Federation of Labor, promised full support against the attempt of the Army Transport Service to break

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

Affiliated with the American Federation of Labor

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REPORT FROM

Washington

By
 "DUKE" DUSHANE

Selective Service

I contacted the Selective Service in regards to some local boards being slow in clearing bona fide active seamen. They stated that they will instruct the local boards on the status of seamen. They also stated that they are going to adopt the proposal that I made some months ago in regard to a postcard system of notification. The local boards will supply cards to ships and when the men sign on they merely fill out the cards and mail them. Thus the boards know the score. Then when the men sign off, they send another card. This should eliminate some of the mix ups we have been having.

Seamen's Passports:

Contacted the State Department regarding some of their representatives causing seamen undue delay in shipping out through their red tape. The State Department has issued a very liberal order in regards to seamen obtaining their passports. Hence forth it will be necessary to handle every case as an individual. It is my suggestion that if any of our members have any trouble in obtaining a passport, he should immediately contact one of our agents, and the agent will send in all the facts to me here in Washington. The State Department has promised full cooperation in any case we may run up against.

Maritime War Emergency Board:

Due to the Army beef here, I have not had a chance to check in full with the board regarding all of our cases. However, I have been advised that some of our cases were cleared up by the Board this past week.

We are to meet the early part of the week with the officials of the Army on this beef and I'll keep the membership informed as to the final outcome on this case.

TALK OF LABOR PEACE



For the third time since the split in the labor movement occurred in 1935, representatives of the AFL and CIO will sit down together in Washington to seek an agreement whereby organized labor can be united. In this picture President William Green of the AFL tells reporters in Chicago that the AFL conferees will attempt to reach a settlement "fair to all concerned."

RESOLUTION TO APPEAR ON 1943 BALLOT

Whereas: At the present time the seamen of America are making more money than ever before in the history of the seamen;

Whereas: When the present war is over the seamen will again be engaged in a fight for existence with the shipowner who at the present time is filling his war chest in preparation for the coming struggle, and

Whereas: The history of the seamen's labor movement proves conclusively that after such an upheaval as at present is going on in the world, they are always throttled and browbeaten—as for instance 1921 and the Lake Carriers set up, and

Whereas: The 1934 and 36 and 37 strikes proved the need of ample funds when engaged in a major strike, therefore

BE IT RESOLVED: That the Constitution shall be amended by adding a section to Article No. 26, this section to be known as Section No. 8. A strike fund shall be maintained, the strike fund to be kept separate and apart from any or all other funds in the Union. An annual assessment of \$3 shall be levied for this fund. And further,

BE IT FINALLY RESOLVED: That if the members accept this resolution, it be published from time to time, as space permits, in the Seafarers' Log before the time of the election. This is to acquaint all members with the intent of the Resolution. And further, that the resolution shall be placed on the annual election ballot.

(signed) Alfred Stewart No. 764
 Adalbert Gawronski No. 21265
 William Hamilton No. 3400
 Harry J. Collins No. 496
 Arthur Thompson No. 2888

Blimps To Drop Supplies To Victim Of Torpedoes

WASHINGTON, Aug. 25 — First-aid to survivors of torpedoed ships hereafter will come to them literally from the skies through the Navy Department and the American Red Cross.

Buoyant waterproof bags containing emergency food and water rations and medical supplies will be dropped by Naval patrol blimps to men in lifeboats or drifting on rafts, Norman H. Davis, chairman of the Red Cross, announced today.

"This new rescue project launched jointly by the Navy Department and the Red Cross will provide the 'soldiers' of the merchant marine with the quickest and best care possible," Mr. Davis commented. "The Red Cross already is supplying the Navy with emergency clothing kits for survivors of torpedoed merchant ships. Now, in cooperation with the Navy, assistance can be provided to survivors before they are picked up by rescue vessels."

In addition to food, water and medical supplies, the kits also will contain a can opener, a flashlight, cigarettes and matches. To get the project under way the Navy has asked the Red Cross for 100 can openers, 100 flashlights, 400 packages of cigarettes, 800 packages of matches, and 100 waterproof bags.

ATTENTION AGENTS AND DISPATCHERS

CLAYTON L. VOSE is not to be shipped until further notice. He accepted transportation money from New York to a southern port and then failed to accept the job. He has other charges against him and has been fined by the membership \$75. Until his fines have been paid and he is cleared through the office of the Secretary-Treasurer, he is not to be shipped.

W.S.A. Assigns Cadets To Merchant Ships

Operators of all merchant vessels registered under the flags of the United States, Panama and Honduras, which are owned, chartered or controlled by the W. S. A. have been directed to include in the crew of such vessels, at least two cadets assigned to them by the Supervisor of Cadet Training of the Division of Training of the War Shipping Administration, according to general order 19.

MONEY DUE

The Watertenders and Oiler who paid off the Alcoa Prospector have overtime coming. Collect at Alcoa office, 17 Battery Place, New York City.

The following men still have overtime money coming from their last trip on the Yaka: Burford, Wallis, Mesolsky, Kretowitz, McCarthy. Contact Collins in the New York office. If you write in for the money, send your discharge as means of identification.

Constitutional Provisions For SIU Nomination

ARTICLE XIII Nomination and Election of Officers, Atlantic and Gulf District

Section 1. The regular officers shall be elected annually and shall hold office for one year, or until relieved by their regular successors in office.

Section 2. Nomination of regular officers shall be made at all branches in the regular meeting held during the last two meetings in September. Any member who can qualify may nominate himself for office by submitting, in writing, accompanied by the necessary proof of qualifications listed in sub-sections (a), (b), (c), and (d), his intentions to run for office, naming the particular office. Such notification to be in Secretary-Treasurer's office not before September 1st, and not later than October 15th of the year.

The names and roll-numbers of nominees, if obtainable at the time shall be recorded in the minutes. The Secretary-Treasurer shall prepare a list of names of nominees for each office and forward copies thereof to each Branch. Such lists shall be conspicuously posted in each office or hall. All full members shall be eligible for any regular office, provided:

(a) That he is a citizen of the United States of America.

(b) That he be a full member of the Seafarers' International Union of North America, in continuous good standing for a period of six (6) months immediately prior to the date of nomination.

(c) Any candidate for Agent or joint patrolman must have three years of sea service in any one or three departments. Any candidate for departmental patrolman must have three years sea service in their respective departments. Sea service

as specified in this article shall mean on merchant vessels.

(d) He has not misconducted himself previously while employed as an officer of the Union.

Section 3. A committee consisting of six full book members in good standing, two from each department, shall be elected, whose duty it shall be to prepare the ballot.

All nominees who desire to become candidates shall have the necessary qualifications and acceptance in the office of the Secretary-Treasurer or the Committee on Candidates prior to the 15th day of October of each year. Nominees who shall fail to comply herewith shall be regarded as having declined the nomination. Ballots shall (a) bear the name of the Union, the month and year of election and instructions to votes; (b) bear the names of eligible and duly qualified candidates for each office ar-

ranged alphabetically with voting squares to the right of names; (c) have one blank line for each office in which member may write the name of any member whose name does not appear upon the ballot who must be qualified under the provisions of Section 2 of this Article; and (a) be perforated at the upper edge and perforated stubs numbered consecutively, beginning with No. 1. The Secretary-Treasurer shall cause to be printed, and shall forward to each Branch and retain for use at Headquarters, a sufficient number of ballots, and shall keep a record of the numbers of the first and last ballots so forwarded and retained. None but official ballots shall be used in any general election.

Buy
WAR
 Bonds

Navy Optimistic On Sub Warfare

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the destroyer division of the Pacific Fleet when the Japanese attacked Pearl Harbor on Dec. 7, said that great improvements in submarine since the World War made it possible for the Germans to use the French bases and increase the difficulties of waging war on the undersea raiders.

The modern submarine, he added, has a cruising radius of 14,000 miles. The biggest bottleneck in submarine operations, he asserted, is the physical endurance of the crews.

The new U-boats travel at twenty to twenty-two knots, he continued, or at a faster speed than most small craft, which are under the additional handicap of being unable to carry sufficient arms for an even fight on the surface. Thus he said, the greatest part of the anti-U-boat campaign must be left largely to destroyers. Captain Lovette disclosed that a depth bomb must explode within fifteen feet of a modern submarine to destroy it.

Belgian Seamen Widen Union's Activities

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started publication of DE ZEE-MAN—The Seaman, a journal "devoted to the defense of the interests of the Belgian seamen, fishermen and other transport workers." The paper is widely distributed aboard Belgian and Dutch ships. Its purpose is to keep the seamen, most of whom have not seen or heard from their families since the occupation of the Low Countries by Germany, informed of developments and linked with other maritime unions affiliated with the I. T. F.

DO NOT SHIP

JOHN JOSEPH CONNER ... P6098
LAWRENCE HIGHNOTE ... P6092
LAURENCE BOEDEKER ... P4797
HOWARD EDWARD RODE P4821
BENJAMIN A. FARRIS
CHESTER G. HANSON ... A7983
WILLIAM E. FARRELL ... A6089

PERSONALS

JOSE C. VACQUE
Next time you hit the beach in New York, stop in the office of the Secretary-Treasurer.
CHARLES LEONARD THURBER
Your father is very ill. Get in touch with your sister at Greenville, Rhode Island.
LAURENCE HALBROOK
You left your gear aboard the S. S. John Henry. You can pick it up at Eastern Steamship Company, Pier 25, North River, New York City.

ASSESSMENT!
Remember there is a \$2 Organizational Assessment which goes to the International. The payment is voluntarily! How good a Union man are you? Have you paid your \$2 obligation?

S.I.U. REQUESTS W.E.B. PROTECT RIGHTS OF TORPEDO VICTIMS

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using their best efforts in helping to bring about a total victory to the United Nations.

This uncalled for and unjust practice prevents merchant seamen from giving their full support in the war effort, as it delays the seamen from returning to their employment on another vessel until final settlement is made in paying off. We are appealing to the board to use their prerogative in correcting this abuse. We offer for the board's consideration the following:

Recommendations: That the board issue a directive to all the operators, compelling them to give an advance in money to seamen, so as to enable them to purchase new personal effects that they may require, and a daily advance of at least Ten Dollars (\$10) per day until he is paid off. And he must receive the balance due him not later than seven days after arrival in the final pay-off port. Seamen's wages and bonus shall continue until they are paid off.

PROBLEM No. 2:

As per decision No. 1, Seamen are covered by War Risk Compensation as follows:

LIFE	100%	BOTH FEET	100%	HAND	50%	
BOTH HANDS	100%	BOTH LEGS	100%	ARM	65%	
BOTH ARMS	100%	BOTH EYES	100%	FOOT	50%	
LEG	65%	EYE	45%			
TOTAL DESTRUCTION OF HEARING						50%

The indemnities referred to are payable to seamen only if the degree of disability is 45% or over.

We are bringing certain facts to the board attention. Several of our members have suffered injuries when their vessels were torpedoed, and the extent of their injuries were less than 45%. These men were hospitalized and later received out patient treatment. Upon being pronounced fit for duty by a Doctor from the Public Health Service (Marine Hospital) they received no compensation for the loss of employment or time spent in treatment of their injuries that they received in line of duty due to war risk hazard.

We are presenting for the information of the board members, facts relative to merchant seamen of Great Britain; how Great Britain has dealt with this problem, and the compensation awards that they have applied to the merchant seamen for injuries received due to war risks.

Great Britain has by the Act of September 3, 1939 and the order of September 22, 1939 applied the scheme of War pensions and detention allowances to all its members of the merchant marine. The provisions of this act are the same as those that are covered by the personnel of the British Navy, and the scheme covers all the licensed and unlicensed personnel of commercial vessels engaged in seagoing service.

The amount of pension depends on the degree of disablement, when the degree of disablement is less than 20% the pension is replaced by a gratuity or a final weekly allowance.

The pensions and allowances cover the risks of death or disability directly attributable to war injuries sustained by reason of service in British ships or during a journey by sea, land, or air, as a result of such service, or during leave outside of the British Islands, while the mariner was in the services of a British ship in a port outside the British Islands.

War injuries mean physical injuries caused by (1) the discharge of any missile (including gas and liquids); (2) the use of any explosive, weapon or other noxious thing; (3) the doing of any other injurious act, either by the enemy or in combating the enemy or in repelling an imagined attack by the enemy. The term also includes injuries caused by the impact of any enemy air craft or any air craft belonging to his majesty or allied power, or any part of, or anything dropped from, any such aircraft.

Recommendations: That all seamen who have received any injuries due to war risks, and these injuries are less than 20%, and seamen are hospitalized or have been hospitalized, or are receiving outpatient treatment, or have received outpatient treatment, shall be entitled to their regular wages, emergency wages, and subsistence as per our collective bargaining agreements.

If their injuries are over 20%, they shall be entitled to their wages, emergency wages, subsistence as per our collective bargaining agreements, and on equity to compensate them for their injuries.

That all wages, emergency wages, subsistence are to be paid until such time as a United States Public Health Service Doctor pronounce the seaman fit for duty.

That Decision No. 1 apply to the services of a seaman at all times when he is employed on an American ship, or while ashore and employed on an American ship, or ashore in a hospital, or waiting to be repatriated back to the United States, left behind from his ship through

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA ATLANTIC and GULF DISTRICT

Secretary-Treasurer's Office

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Canadian Patrolman Blasts Government's Scab Wage Proposals

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the Canadian Australasian Line is held by the C.P.R. (Canadian Profiteering Rogues) who, in turn, own the railroads, all the shipping, the air lines and most of the land in this part of the country.

But who should happen to be the Agent for this outfit, none other than P. B. Cook, that noted labor hating, anti-Union Nazi actor who was chased out of Australia and Frisco for his hate campaigns against labor.

It is such a collection of this kind of tripe, along with the Shipping Federation group, that creates a phoney clique called the Citizens League. This League craves more power over labor than Hitler has. And throwing their lot in with this group are two recently appointed "Government Shippers"

named Terry and Clarke. This latter gent recently made the remark, "If your Constitution (Union) was the Bible, and Jesus Christ your president, I would still have no part of your Union."

Often heard around this Timber Land Country is the question, "How can we beat such a clique as this?" The answer is clear . . . by joining the one and only bona fide seamen's Union that has full recognition and true representation throughout the entire world . . . The Seafarers International Union!

This union is ever at the seamen's call. Now, as never before, I urge all seamen in Vancouver to join us and help break the Nazi-thinking "Shipping Federation" which we all dispise.

—H. M., SIU Patrolman

no fault of his own, or any other reason due to war-like activity, or on another ship being repatriated back to the United States.

Our organizations feel that seamen should be compensated for time lost due to being unemployed, when unemployment is due to injuries received while in the performance of their duties, and their injuries were due to war-like activity.

We earnestly request that the board in Decision No. 1, cover the risks of death or disability directly attributable to war injuries sustained by reason of service in American Ships or during a journey by Sea, or Air, as a result of such service, or during leave outside of the United States continental ports, while the seamen was in the services of an American ship in a port outside of the continental United States.

And we further request that the board define war injuries to be caused by (1) the discharge of any missile (including liquids and gas); (2) the use of any weapon, explosive or other noxious thing; (3) the doing of any other injurious act, either by the enemy or in combating the enemy or in repelling an imagined attack by the enemy, and that any injuries resulting from the three above proposals be incorporated in Decision No. 1, and we further request that the board include injuries caused by the impact of an enemy air craft or any air craft belonging to the United States or Allied power, or any part of, or anything dropped from, any such aircraft, while the seamen are ashore or on board their ships while in any port outside of the continental United States.

We urge the board to give favorable consideration to our organizations' proposals, and that a hearing be held in the immediate near future, so that we can submit any further testimony that the board may require to expedite the different problems that are of vital interest to the war effort.

Respectfully submitted by
MATTHEW DUSHANE
Representing the Sailors
Union of the Pacific and the
Seafarers International Union
Of North America.

SIU Meets With Army On Transport Beefs

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our bona fide union agreements. But, the Army still refused and defied the War Shipping Administration and everybody else.

Two weeks ago, the steamer Northwind, of the Alaskan Transportation Company, was also transferred to the Army and true to form, the Army Transport Service immediately went to work on union conditions, wages, overtime, etc., laid off the union crew and shipped their own crews from Skid Row and unemployment services and wherever they could get them. Of course, they don't get bona fide seamen from these places, but the Army Transport Service is never particular what type of men they use as seamen as long as they don't have to pay them for union conditions. By the way, this vessel went on the rocks up in the Alaskan waters with her "Army Transport" crew.

Government Agencies Are Contacted

At the request of the SIU and SUP membership, I proceeded to Washington to see what could be done to straighten out this beef and help bring it to a head. Upon arriving in Washington, various government agencies were contacted to find out whether this would be the policy of the Administration to do away with union conditions, break up collective bargaining agreements. Among the bureaus contacted were the War Manpower Commission, McNutt's office; Department of Labor; War Shipping Administration; and various others. We always received the same answer.

It was not the intention and it was not the policy of the U. S. Government to break up our agreements. However, the Army Transport Service evidently doesn't care about that. Your President contacted Admiral Land who is in charge of the War Shipping Administration and had a meeting with him. Admiral Land stood 100% behind the Statement of Policy which he had signed and said it was not the intention of the Administration to break up our agreements. In a meeting later on that day between your President, Admiral Land, and various other officials, the following was agreed upon:

WEB Reaffirms Policy

"1. That the War Shipping Administration considers itself bound by the letter and the spirit of the Statement of Policy dated May 4, 1942, signed by E. S. Land and Edward Macaulay for the War Shipping Administration, and by Harry Lundberg and others for certain maritime unions, which Statement of Policy provided that the collective bargaining agreements should be maintained for the duration of the war.

"2. That the Agreement dated June 13, 1942, between General Somervell and Mr. Douglas wherein it is provided that vessels assigned to the Army Trans-

port Service shall be handled by the Army through the existing operating organization, or otherwise as may be agreed upon, but in conformity with the terms of existing charters and other agreements' covers the Statement of Policy of May 4, within the meaning of the words 'and other agreements'."

A meeting was arranged on Thursday between myself, the Army, Mr. Edward McGrady who is the labor consultant for the Secretary of War; and others from the War Shipping Administration. The whole thing was hashed back and forth for three hours. Everyone agreed and tried to be helpful in straightening out this beef except the Army. The representatives from the Army stated, among other things, that they themselves were the most competent to handle ships. That the War Shipping Administration didn't know anything about handling ships. That they had to have the ships themselves in order to insure perfect discipline (the old gag). They also stated that it was their intention to take over all ships or to take over the majority of the American ships. More ridiculous statements were made by the Army representatives.

A.T.S. Inefficient

However, they were told that we had definite proof and could challenge them any time that the Army Transport Service does not know how to handle ships. That we know, for instance, in the Alaska run that the Army Transport Service doesn't do half as good a job when they themselves run the ships as when the ships are run by private operators through the War Shipping Administration with union crews. They were further told that they used more personnel and spent a hell of a lot more money operating vessels than anyone else and the only reason they were in the steamboat business is because they spend the money of Uncle Sam and there was no one to check up on them. Whereas, when a private operator under the War Shipping Administration runs the vessels they must really do a job or else get out.

Nothing was accomplished except a lot of charges and counter charges. Among other things, the representatives of the Army wanted to know why the merchant seamen were not patriotic enough to give up the overtime and union conditions for the duration of the war. They were told that that was one of the things we are fighting for in this war for democracy—that union conditions and union wages were included in our democratic labor movement.

No Cargo Ships To Be Transferred

Later on the same night, a meeting was held with Mr. Douglas, who is in charge of the allocation of vessels for the War Shipping Administration who had originally transferred these vessels to the Army Transport Service. Mr. Douglas was cooperative and lis-

tened and agreed we had a good beef. He stated further that the War Shipping Administration would not agree to any assignment of vessels to the Army Transport Service except in the following: (1) no cargo ships are to be assigned (2) passenger vessels will be assigned when they are to be used by the Army Transport Service as part of an actual combat task force. He stated further that they could give no assurance as to how many passenger vessels this might involve, or when the assignments might be made, but stated that the Division of Maritime Labor Relations would be advised in advance when any such assignment was proposed to be made so as to enable the Division of Maritime Labor Relations to assist in whatever personnel adjustments might be necessary.

Accomplishments Listed

1. The Army will not be able to take over any more cargo vessels. If cargo vessels are turned over to the Army Transport Service then they must maintain union conditions and use the War Shipping Administration as the operating manager which is OK with us.

2. No more passenger vessels will be transferred unless it is definitely proven that they will be used as an auxiliary of an actual combat task force. They, then, will be transferred and will be under the complete jurisdiction of the Army. Or, in case of the Navy, they will be transferred as a Naval Auxiliary Vessel.

3. No more wild transfers. Everything will be properly checked upon and union agreements will be properly protected.

4. On the vessels already mentioned as being taken over, meetings will be held by the War Shipping Administration and the Army Transport Service to try to adjust conditions and overtime so they will come back under the SIU agreements again. We have hopes this can be accomplished.

Army's Phoney Arguments

This situation is not funny. The Army and the Navy have attempted time and again to move in on the merchant marine. To take control, they have used the full run of excuses. Mostly, they use the argument that there is no discipline. That argument has been ridiculed. It is phoney. The American Merchant Marine is as well disciplined as the Army and the Navy. The Army and the Navy also claim they can run the vessels more efficiently which is not true. They cannot handle merchant ships—they haven't the equipment, the personnel, and they haven't the experience.

Merchant Seamen Lauded

The American Merchant Marine and its personnel have so far done the job equally as well as the Army and Navy could have possibly done. Troops, ammunition, and provisions have been sailed all over the world

N.L.R.B. Orders Standard Oil To End Company Unions

WASHINGTON, D. C.—Standard Oil of New Jersey, pushed around vigorously on the monopoly front this past year, was slapped down this week by the National Labor Relations Board for having maintained three company unions, and was ordered to invalidate their 1937 contract with them.

The board found that the Bayway Refinery Employees' Association, the Bayonne Refinery Employees' Association and Eagle Refinery Employees' Association were successor organizations to what it said was the "admittedly company-dominated industrial representation plan in existence in the companies' three refineries since 1818."

The refineries concerned are at Linden, Bayonne and Jersey City. By failing to notify employees that the plan had been disestablished, the board said the companies "had continued to dominate and support the employee organizations."

WSA OK's Binoculars Musical Instruments As Personal Effects

Well, here we go, doing business at the same old place again. We finally got a decision from the War Shipping Administration. As the case goes we had a brother put in for a pair of Binoculars to collect what they were worth from the W.S.A. here in New York. The Board here ruled this item out on the grounds that it is not customarily and ordinarily used by a sailor in the daily work of a sailor, and they further based their opinion on the fact that out of thousands of cases it has never come to their attention where a sailor was required to carry a pair of binoculars in order to perform his regular routine duties.

We appealed to the board in Washington on the grounds that the skipper used this man's glasses in preference to his own and further, the skipper stated that the reason that he did use the glasses was that they were the best glasses that were on the ship. What really protected this case was that the man in question had the foresight to include this in his list when he made out his regular clothing list. Naturally if he had not done this he would be out of luck. Another thing to bear in mind when making out a list is that if you have a musical instrument, that is also collectable under the personal effects clause under decision No. 3.

Another thing to remember is to let us say that you have been torpedoed and you are being sent back on another ship and the Captain tells you to work. When you arrive back in the United States you are entitled to pay and bonus from the ship that was sunk, and also from the ship that you were required to turn to on.

H. J. COLLINS, A.D.R.

Seafarers' Log-

HONOR ROLL

S. S. ROBIN GOODFELLOW	\$ 12.00
DARIGAN	25.00
CREW OF S. S. ALCOA PROSPECTOR	5.00
L. F. HOTH	10.00
Crew S. S. ALCOA PIONEER	15.00
Total	\$67.00

by civilian merchant seamen; comparatively as many merchant seamen have been injured and killed as in the Army and the Navy; the record of the men in the merchant marine is as good and we don't take any back seat from anyone in that respect. We have all the respect for the Army and the Navy as the fighting forces. That is their job and they are well trained for that. No arguments. But, likewise, we expect them to respect the merchant seamen. We know our job and we are well trained for it. We only hope this nonsense will be cut out once and for all and that they will leave us alone to do our job.

Canadian Labor Hits War Set-up

WINNIPEG, Aug. 24 — The Trades and Labor Congress of Canada today endorsed a resolution opposing "the action of the Federal Government in transferring authority to large industrialists and millionaires whose past has been one of hostility to labor and whose present power is a serious menace to Canadian democracy."

The resolution was submitted by the Vancouver, New Westminster and District Trades and Labor Council at the fifty-eighth annual convention of the Congress.