

# In Memoriam

ALDERMAN, WILLIAM	A. B.
ANDERSON, JAMES	Steward
BAHLS, JOHN	Oiler
BREEN, THOMAS	FOW
CHAPMAN, WILLIAM	Oiler
COLON, ADOLPH, Jr.	Messman
CORKERN, SHELDON	Fireman
CRAWLEY, WILLIAM	A. B.
DANIELS, BYRL	FOW
GALLE, JOHN	Cook
GARRIDO, J.	Oiler
GEDMAN, OLIVER	A. B.
HADDOX, MARVIN	Utility
HALLENBECK, GEORGE	Bosun
HAND, ARTHUR L.	Fireman
HANRAHAN, ANDREW	Cook
HEWETT, RALPH	Watertender
KELLY, EDWARD	A.B.
KINNELL, ALFRED	Bos'n
KITTLESON, VIRGIL C.	Messman
KLOSKOWSKI, STANLEY, Jr.	Oiler
LANG, CHARLES	Steward
LUMBATTIS, DARWIN	Messman
MAFFIA, ALFRED	A.B.
MARTEL, ROBERT	Messman
McEVOY, WILLIAM	Wiper
MIGUEZ, JOSE	Utility
MISHLER, CLARENCE	A.B.
MORALIS, MANUEL	2nd Cook
MOSES, A. B.	Messman
OSTRON, MARVIN	A.B.
PACETTI, WILLIAM	Messman
PAUL, HARRY	Messman
PERLIS, MORRIS	Fireman
PIEHET, RALPH	O.S.
REED, HALLOWAY	A. B.
RHODES, HERBERT JAMES	Messman
RODRIQUE, HARRISON	Deck Eng.
ROZENFELD, JULIO	Oiler
RUTHERFORD, MACK	3rd Cook
SANDOVA, JOHN	Bosun
STATZELL, HENRY, Jr.	Messman
STEBBINS, FRED	Wiper
STOUGH, RUFUS	Chief Cook
TAYLOR, STANLEY	Steward
TUOHY, ROBERT	Oiler
WAYS, JOHN	O. S.
WEAVER, WILLIAM	FOW
WESTOVER, HAL, Jr.	Wiper
WHITE, THOMAS	O. S.
WHITNEY, HAROLD	Deck. Eng.
WILLIAMS, HUGH	Oiler
ZUMPFT, HERBERT	Watertender

## Seafarers Steal Show At Louisiana AFL Conclave

SHREVESPORT, La., April 7—The largest state convention of the American Federation of Labor ever held in Louisiana is in session here this week and the SIU is stealing the show. Every speaker who has appeared before the convention has praised the war record of the SIU men, and resolutions presented by M. D. Biggs, SIU delegate, were passed unanimously.

Resolutions presented by Biggs and approved by the unanimous vote of the convention, include:

1. Condemnation of the order issued by Admiral Waesche prohibiting the issuance of seamen's papers unless the applicant had a letter from the RMO;

2. Endorsement of national legislation giving towboatmen and bargemen the 8 hour day;

3. Memorialize Congress on the "inhuman and unjust way merchant seamen are being treated by the Maritime War Emergency Board regarding War Risk Insurance."

(Continued on Page 4)

# SEAFARERS LOG

VOL. V. 280

NEW YORK, N. Y., FRIDAY, APRIL 30, 1943

No. 9

## Fight On Fink Card Aided By New Draft Board Ruling

### Court OK's Pay For Injuries Ashore

WASHINGTON, April 19.—In a decision involving injuries sustained by two seamen on shore leave, one approaching and the other leaving his ship by the only available routes; the Supreme Court ruled today that a shipowner's obligations to a seaman in his employ are not suspended when the seaman leaves his ship on shore leave.

Today's decision, which involved separate claims for damages filed by Pedro Aguilar against the Standard Oil Co. of New Jersey and by David E. Jones, S.I.U. member, against the Waterman Steamship Corporation, reversed a trend reflected in several district courts as well as a previous decision by the Second Circuit Court of Appeals.

Several of the lower courts had originally taken the position that seamen going ashore on personal

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### Offshore Is "Tantamount To Military Service"

The fight being conducted by the SIU-SUP to scuttle the RMO's fink card system and to maintain maritime unions free of government-shipowner domination, was greatly strengthened this week when the national headquarters of Selective Service issued a directive making it

practically mandatory upon local boards to defer offshore men. The section of the directive dealing with Lakes and inland men was not as strong as that concerning deep-sea men, but here also the Selective Service made it clear that it wanted all seamen deferred no matter where they sailed.

Page four, subsection B of Activity and Occupation Bulletin No. 26-21, reads as follows:

"Offshore merchant marine service, considering its importance to the war effort and the hazards it involves, is so closely allied to service in the armed forces that a man found by the local board to be actively engaged at sea in this service may well be considered as engaged in the active defense of the country. Such service may properly be considered as tanta-

mount to military service. When a local board finds a man to be actively engaged in offshore shipping, it should classify him in Class II-B if he is not found to be entitled to a lower classification."

There is nothing in this paragraph which says that a man must sign a RMO fink card in order to be deferred! It merely states that offshore seamen are in the active defense of their country and should be deferred from induction into the army.

The SIU-SUP has been proceeding upon just such a basis. All members of this union refuse to accept the fink cards when they are shoved at them. They continue about their job, observe the rules on shipping and shore time, and keep their draft boards informed as to their occupation and status in the industry.

This having been done—to hell with the RMO!

As for the developments in this regard on the waterfront, not much has been happening . . . yet. One ship paid off in New Orleans on which the RMO tried to pass out the cards, but the SIU-SUP crew cracked the maneuver wide open. Brother Armstrong reports this in his column on page three.

Most ships have been signing off without any cards appearing. However, the question will be revived when ships pay off which sailed after March 15, 1943. That was the deadline laid down by the RMO.

In case the RMO revives its offensive, all members should spread the word around and give

(Continued on Page 4)

## AFL Fights Roosevelt's Wage And Job Freeze

WASHINGTON, D. C. — AFL President William Green called upon the Government to scrap the compulsory features of the new and drastic "job freezing" regulations issued by War Manpower Commissioner McNutt.

These regulations, Mr. Green insisted in a public statement, would substitute "forced labor" for free labor in America.

He warned that application of "such a frozen, rigid, inflexible plan will seriously affect morale, lower individual efficiency and arouse resentment among the industrial workers of the nation."

McNutt's "job freeze order" tightened the wage squeeze on labor by forbidding 27,000,000 essential war workers to change jobs for higher pay.

The drastic regulations, providing penalties of as much as a year in jail for violations, carried out the directions of President Roosevelt's Executive Order intended to "hold the line" on wages and prices.

However, no effective action has as yet been taken by the Government to control food prices or to roll them back to Sept. 15 levels in accordance with the President's

(Continued on page 2)

WASHINGTON, D. C.—Clarification and modification by Economic Stabilization Director Byrnes of President Roosevelt's Executive Order banning wage increases even to correct inequities and gross inequalities was demanded by the AFL members of the National War Labor Board.

As a mounting tide of telegrams and letters poured in from local unions protesting against the implacable nature of the regulations in denying just treatment to workers who obviously deserve pay adjustments, the AFL members on the Board issued a blunt statement expressing their disagreement with the harsh terms of the executive order.

"We believe," the statement declared, "that a literal interpretation and application of the order will work manifest injustices upon American labor and industry and be detrimental to the war effort."

The AFL representatives charged:

"This executive order 'freezes' gross inequities and manifest injustices. This principle is foreign to all concepts of American justice."

### Seamen's Inspection Eased

District director Arthur J. Karnuth of the United States Naturalization Service has announced that Canadian seamen landing in a Lakes port on an American vessel will come under immigration inspection only once this season. In the past they were inspected with each landing. The move has been made to speed the shipment of essential war cargoes. The regulations also include British subjects living in Canada.

# SEAFARER'S LOG

Published by the

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

Affiliated with the American Federation of Labor

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## Seamen Insignia Voted By Senate

WASHINGTON, April 22 — The Senate acted today to give recognition, by insignia, to officers and members of crews of merchant ships which carry vital cargoes to overseas battle fronts.

It passed a House-adopted measure authorizing the War Shipping Administration to provide and issue seamen's service insignia of designs which will identify men with their deeds and experiences.

By the terms of the measure, sponsored in the Senate by Senator Radcliffe of Maryland, one type of insignia would be awarded to any person who at any time since Dec. 7, 1941, served on any vessel in the American merchant marine. A special insignia or device would identify those who during the war period served on a ship or ships in war or combat zones.

A seaman's honor bar would be awarded, under the bill, to any person who serves on any vessel in the merchant marine which is attacked or damaged. A star would be attached to the bar of those forced to abandon ship because of the attack or damage. An additional star would be awarded for each instance of forced abandonment of ship.

The measure also authorizes a medal and a ribbon, with a rosette to any person who while serving on any merchant marine vessel was wounded, suffered physical injury, or suffered through dangerous exposure as a result of an enemy attack.

## Salvation Army Opens Lounge For Seamen

Another lounge for merchant seamen was opened in New York last week, this one by the Salvation Army. It is located at 5302 Fourth Ave., Brooklyn. The Lounge has a reading room; snack bar and writing tables.

## PERSONALS

PAUL THORARINSSON  
Your Coast Guard pass has been found and returned to the office of the Secretary-Treasurer.

## REPORT FROM

# Washington

By Matthew Dushane

(REPORT OF APRIL 19, 1943)

## Maritime War Emergency Board:

Attended a meeting of the advisory committee that was held on Monday, April 12, 1943. The board submitted a proposed resolution for each of the parties of the signatory the Statement of Principles for their comments thereon.

"RESOLVED, that the Board recommend to each of the parties signatory that the attention of Congress be called to the need for legislation which will provide disability benefits in proper cases for the natural lives of seamen disabled through war causes or during the period of such disability;

"FURTHER RESOLVED, that the Board recommend to the parties signatory and to appropriate Government Agencies, including the Maritime Commission and the War Shipping Administration, that all practicable measures be taken immediately for vocational training and employment in shore positions in the shipping industry of injured seamen, who by reason of such injury, are not qualified to return to sea."

The membership of the SUP and SIU have gone on record to petition Congress for adequate legislation to cover disability incurred by war risks and warlike activity, on the surface it looks as though this resolution by the board would be the start on the fight for adequate legislation.

We all know that the civilian employees in Guam and Wake Island were captured and interned by the Japanese, some of these workers were disabled due to war risks and warlike activity.

Congress enacted laws to cover the disability incurred by these civilian workers and they are now covered by the Longshoremen's Compensation Act, which under this act, total disability is limited to \$7,500. All the Maritime Unions have on numerous occasions testified at Congressional hearing that they are not in favor of this Longshoremen's compensation act, as they feel that it is inadequate and seamen are given better protection under the Jones Act.

This resolution has a catch on it as it does not SPECIFY what kind of legislation would be adequate to cover disability incurred by merchant seamen in line of duty.

Brother J. Hawk and yours truly felt that the board was taking an unfair advantage of the Merchant Seamen if they petitioned Congress for legislation to cover disability incurred by seamen and not state to Congress what kind of legislation the seamen wanted. We informed the board of our position and recommended the following proposals.

"1. That the Board petition the Congress of the United States, that Merchant Seamen be covered by Public Law No. 312, approved by the 74th Congress on August 23, 1935, and Public Law No. 359, approved by the 77th Congress on December 19, 1941.

"2. That the Board, by resolution, notify the Congress of the United States, that they do not favor any enactment of laws, whereby Merchant Seamen would be deprived of any or all benefits they now have under the Jones Act.

"3. That the Board stay within the jurisdiction of the Statement of Principles, namely War Risk Insurance and Bonuses."

Under Public Law No. 359, Merchant Seamen would be entitled to disability benefits as follows:

100% Disability	\$100.00	For life	50% Disability	\$50.00	for life
90%	90.00	" "	40%	40.00	" "
80%	80.00	" "	30%	30.00	" "
70%	70.00	" "	20%	20.00	" "
60%	60.00	" "	10%	10.00	" "

In addition to the above compensation, if the disabled man is unable to take care of himself when he is 100% disabled, he is entitled to as high as an additional \$150.00 per month for the service of someone to take care of him.

Under Public Law No. 312, Merchant Seamen would be entitled to enter any Public Health service at any time during their life, even if they ceased going to sea, provided they incurred any disease or illness in line of duty, due to war risks or warlike activity. They would also be covered by Public Law No. 359, if through any disease or illness, are disabled, this would cover TB or other illness or disease incurred in life boats, etc.

The board suggested that all the Maritime Unions submit any proposals that they feel would cover disability for Merchant Seamen.

The board also submitted a proposal to increase the bonus area for Merchant Seamen. This requires further exploring, due to the President's order to HOLD THE LINE and not grant any further wage increases.

The board also proposed to make a decision to cover risks other than war risks. After a lengthy discussion as to the board's jurisdiction and whether this decision would in any way jeopardize a seamen's claim under the JONES ACT, the meeting adjourned until Tuesday,

(Continued on Page 3)

## AFL Fights Roosevelt's Wage And Job Freeze

(Continued from Page 1)

directive. The job "freeze" regulations were issued without seeking the approval of the AFL and CIO. AFL leaders were assured by Economic Stabilization Director Brynes and McNutt that job seniority would be protected under the new regulations.

While the "job freeze" order covers the entire country, it will bear most heavily on those engaged in 35 activities listed as essential by the War Manpower Commission in 32 "critical" labor shortage areas where the WMC is seeking to stop pirating of labor by employers through offers of higher wages.

Henceforth, workers may take new jobs at higher pay only when the shift is from a non-essential to another non-essential job, or from non-essential to essential war work.

Job shifts for higher pay are forbidden when the change is from one essential job to another or from essential work to non-essential activity.

Exceptions are made in cases where local wage stabilization plans provide for such wage adjustments. There are 60 such plans in existence in "tight" labor areas.

In "surplus" labor areas, employers and employees will have to appeal to the local Manpower Commission Director for permission to boost rates in exceptional cases.

The only broad exception permitted under the new regulations for the transfer of war workers to different jobs at higher pay is when such changes are considered by the WMC to be "in the interest of the war effort."

## Boston Fish Workers Strike For Wage Boost

A five day strike tied up the fishing boats in Boston harbor this month when six hundred sea food workers refused to unload boats until the employers granted them a living wage and decent working conditions.

The strikers were members of the Seafood Workers Union, AFL, and were seeking wage increases, a week's vacation pay, and penalty pay for workers paid by the house. 2,000,000 pounds of fish were tied up, and, of course, the big operators screamed about the war effort.

On April 7 the union agreed to submit their case to the Massachusetts Board of Conciliation and Arbitration and returned to work.

## Seafarers' Log-

# HONOR ROLL

CREW S. S. IRONCLAD	65.00
CREW S. S. SAMUEL GRIFFITH	27.50
CREW S. S. ROBIN LOCKSLEY	24.62
CREW S. S. WILLIAM RAWLES	24.00
CREW S. S. ALCOA POLARIS	22.00
PORT EVERGLADES	21.00
CREW S. S. JOHN MARSHALL	17.00
CREW S. S. T. J. JACKSON	15.50
CREW S. S. JOSIAH BARTLETT	12.50
CREW S. S. SAMUEL JOHNSON	9.00
L. H. GOLIGHTLY	9.00
CREW S. S. ALCOA CUTTER	6.00
F. M. BLUM	6.00
E. BRANTY	6.00
A. MURNER	6.00
J. J. CARRIGAN	5.00
A. M. CONKOVITCH	5.00
C. DANIELS	2.00
TOTAL	\$293.12

# Washington Report

(Continued from Page 2)

April 20, 1943 when this subject will be the first order on the agenda.

It appears to me that if the President's order to hold the line will not permit the board to increase bonuses, it also would prohibit the board from making any decision that would reduce any of the present bonuses (area or monthly).

## A. W. Armstrong, SIU Agent, New Orleans:

The board issued Amendment No. 10 to Decision No. 7 Revised—Wherein area and port attack bonuses were reduced to three classes—A—Murmansk Area. B—Mediterranean Area. C—South Seas Area and the port attack bonus of \$125.00 if the ships are in any port when there is an attack. This decision is effective as of MARCH 1, 1943.

The board later on issued a consolidation of all revised bonuses and War Risk Insurance, this consolidation is effective as of MARCH 15, 1943, and covers all the latest decisions that were made as of their effective date which is MARCH 15, 1943. In other words, no port bonuses were payable in any port or area after MARCH 1, 1943, unless the port or area was under attack. The confusion that exists lies in weekly bulletin dated Feb. 27, 1943, which states that these decisions are effective as of March 15, 1943.

On the consolidation of all the decisions that are effective as of March 15, 1943—Amendment No. 10 to Decision No. 7 Revised is now Decision No. 2A and although decision No. 2A is effective as of March 15, Amendment No. 10 to Decision No. 7 Revised which was effective as of March 1, did not change any bonus areas from March 1st to the 15th.

## O. Banks, SIU Agent, Mobile:

S. J. R. Drake arrived at Port Suez 12-13-42, passed through the Suez Canal and arrived at Alexandria, Egypt 12-16-42. Left Alexandria and passed through the Canal a second time. The board has ruled that two bonuses of \$125.00 are payable, amounting to a total of \$250.

## J. Hawk, Sec'y-Treas., S.I.U.:

Crew of S.S. Benjamin Harrison were being repatriated on S.S. Allen A. Dale and while in the port of Oran the Dale was attacked. The board has ruled that the crew of the S.S. Benjamin Harrison are entitled to a port attack bonus of \$125.00 and the crew of the S.S.A.A. Dale are also entitled to the same port attack bonus of \$125.00.

△ △ △  
(REPORT OF APRIL 26, 1943)

## Maritime War Emergency Board:

I attended a special meeting of the advisory committee on April 20, 1943 and the following was on the agenda: 1. Language to cover extension of 2nd seamen's war risk policy; 2. Drafting of proposals to Congress for legislation to provide for disabled seamen; 3. Language to be incorporated in 2nd seamen's war risk policy to protect seamen suffering illness and mental disorders.

Under No. 1 on the agenda the board proposed a new decision to the risk and perils encountered by seamen, and this would extend to include losses "not caused by risks of war or war-like operations." The position taken by Brother Hawk and yours truly was that the board had no authority to make any decision that would include the above words, that they are duty bound to make decisions only on "War Risk Compensation and Insurance" and have no authority to make any decision that would include losses not caused by war risk or war-like operations.

There were several cases that have happened in the past year where the losses of vessels were caused due to blackouts running along certain coasts wherein the usual navigation lights were extinguished, collisions in convoys and several other cases which were not properly war-like operations.

The board claimed that they wanted to cover these cases and make their decision retroactive. We were not opposed to covering these cases, however, we insisted that the Congress of the United States have enacted a law to cover these cases, and that the WSA have a mandate from Congress to proceed and make retroactive coverage to all claims that they have to date on losses due to navigational risks.

The WSA has a mandate from Congress to provide compensation to seamen and their beneficiaries for any losses that they may have incurred, and the law is such that it provides the WSA with flexible authority to cover all marine risks of seamen to which war conditions may contribute.

In my questions to one of the legal representatives of the WSA as to whether they have this authority and whether they intend to use it to cover all the cases in the past, he stated that the WSA has the authority and they are going to cover these cases—coverage will be as per the decisions that the MWEB has made.

The board has not fully explained what their intentions were in making a decision, that is out of its jurisdiction. If the board feels that there are certain cases that are of a war-like nature and they feel it comes under the jurisdiction, my recommendation is that the board draft a proposal defining what it considers war risks, and submit this to the unions for their comments.

(Continued on Page 4)

## WHAT'S DOING

# Around the Ports

## NEW ORLEANS

Biz is booming, what with new ones and old ones, new faces and the few old ones, it don't seem like the same old place. The pride of the Ore Line has been the pride of the port for the last two weeks. First we have trouble paying the packet off, this is done, then we have trouble about whether or not there shall be men on while the ship is in for repairs. Then we check and find that the Master has M.C. replacements shipped from the RMO. When we contacted the RMO they told us that they would not send any more men aboard the scow. So we, the big brotherly type, said O.K. and we shipped a Q.M. and Bos'n to the rust bucket. Next we hear is that these two guys are fired and then we hear not a thing for some time. The Steward dept. and the Deck and a couple of the firemen are our boys, old timers, so everything is O.K.

Now all this time the Skipper and us are sparring over a transportation rider on the articles. On Monday he tells us O.K. we will put the rider on, now boys go sign on. Wednesday our old friend Hambone Carver, the Deck wrecker on the packet, states he is on his way to grace the articles with his signature, but being a young and

trusting soul he wants someone to go along and see the said rider is firmly attached.

Our dashing Patrolman mounts his gallant scooter and away he goes. Next scene is our boy Buck on the phone groggy, but still fighting, stating that the ship is signed on, even men signed on in place of our firemen who were aboard the ship working. We have still got our Steward department on the ship, a wire into Washington and a Steward department that want to walk off. So 'till later, I don't know just how long, we can hold, but hold we shall.

Outside of the above, things are rolling right along, plenty of shipping and not many men. Biggs states that he is finished with engines, but that if we need him he will be around. Easy sledding Rebel, and the best of luck.

Had a beer last week on a Haywire scow that was full of NMU below and galley SUP trip card and our men on deck. The NMU signed the RMO cards and told our boys that they might as well because if they didn't there would be trouble. The Bos'n refused to sign so that is where we came in. Told the Master that we were on record not to sign, and we weren't going to break a good record just for his packet. After threatening to call the F.B.I. and every one

in between, he and I went on the dock, called the Port Director, Coast Guard and W.S.A. who told them to sign on, not hold the ship. Result, a lot of red faces and a deck gang starting a long trip with mutual respect. All right I calls it.

Steady as she goes,  
ARMY

## MONEY DUE

J. S. BULLOCK  
H. L. MILSTEAD

Division of wages for missing man on 12-4 watch, City of St. Louis, can be collected at Waterman office, Mobile.

Crew of Robin Gray can collect \$125 attack bonus money at office of Seas Shipping Co., Inc., 39 Cortlandt Street, New York. MWEB ruled Tillbury is within Port of London.

Crew which made the last trip on the S.S. Daniel Huger, have \$125 port attack bonus money coming. Collect at office of Mississippi Line.

Crew making the last trip on S.S. Tristram Dalton have \$125 port attack bonus money coming. Collect at Bull Line, 115 Broad Street, New York City.

The crews that made the last trip on the S.S. Marina, S.S. Cape Hellen, S.S. Thomas Ruffin and S.S. William Rawle were paid off with 40% bonus instead of 100% for the part of the voyage between Panama and Cape Horn. They can now collect the 60% additional money from the Bull Line office in New York City.

The crew which made the last trip on the S.S. Joseph Huges have bonus money coming. Collect at Bull Line, New York City.

The crew which made the last trip on the S.S. Banj. Harrison can collect \$125 Port Attack money at the Calmar Line, 25 Broadway, New York City.

Deck Department of the Alcoa Polaris have overtime coming. Collect at 17 Battery Place, New York City.

Stewards Dept. on S.S. Richard Bassett have overtime coming.  
C. Albiny ..... 114 hrs.  
(Also Division of Wages For 1 month and 4 days)

Everett Hickman ..... 68 hrs.  
Robert Moore ..... 24 hrs.  
S. Brown ..... 96 hrs.  
P. Marshall ..... 106 1/2 hrs.  
C. Johnson ..... 8 hrs.  
(Also Division of wages for 1 month and 4 days)  
Collect Bull Line office, 115 Broad Street, New York City.

Stewards Dept. of S.S. John Poe have the following money due:  
E. Primo (Steward) ..... \$202.95  
T. Darwin (Mess) ..... 158.85  
W. Thomas (Mess) ..... 152.25  
Poppick (Mess) ..... 157.05  
Tilly (3rd Cook) ..... 30.00  
Rhodes (Mess) ..... 161.55  
Collect from Mr. Pickett, Bull Line Office, 12th Floor, N.Y.C.  
(signed) Claude Fisher,  
N. Y. Patrolman

## Out of the Focs'l

by  
J. L.

We wish to warn the brothers not to keep diaries while aboard ships. Further, not to be so considerate, especially around the North African zone, as to help deliver personally to the States the letters of soldiers, sailors or marines. Those in charge of the Armed Forces will raise havoc with you.

On overtime sheets do not list names of ports. Check frequently with the Mate, Chief Engineer and Steward and designate the ports by numerals or the alphabet. The Coast Guard search for these things and raise plenty of Hell if such data is found concerning the voyage.

Many of the old-timers who remembered him as Organizer, will regret to hear that Alfred (Scotty) Thompson died a few days ago after a long illness. Many folks in New Orleans are sorry to hear that Stanley Taylor was recently lost. Another man from the Lakes, Herbert Zumpft, was recently lost. Arthur Thompson, Mike Confusione and John Murray entertained the boys at the Bean Pot with their tricks. Ask Arthur to show you the missing cigarette trick. The boys are extending their well wishes to Michael Story who was recently married.

We were glad to see Pete Danielak back again. After surviving a month of bombardment in Russia he was glad to get ashore after seven months at sea. He is going to school for his ticket. Joe Bolger returned from England after having one of his kidneys removed. They must have taken good care of him as he was in good shape when he arrived. We were also glad to see Harold Miller and his buddy Frank Saxon back again. We had a great time with them and their wives at the Hotel Gregorian. Earl Brown surprised all his friends when he married Dorothy Mason of Baltimore.

## ATLANTIC AND GULF SHIPPING FOR APRIL 5 TO 17

	SHIPPED	REGISTERED	ON HAND	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	299	275	196	281	269	200	780
REGISTERED						115	659
ON HAND				196	186	100	482

## Seafarers Steal Show At Louisiana AFL Conclave

(Continued from Page 1)

In all cases the convention instructed the secretary of the State Federation to contact the State's 2 Senators and 8 Congressmen and urge their support of the seamen in their fight for justice.

The convention was attended by 305 delegates representing 145 organizations.

A personal representative of William Green keynoted the meeting when he denounced the current press and legislative campaign against organized labor. "... most

of the papers in the United States are hostile to organized labor," he said.

"If we don't resist fascist legislative action now, we will wake up when the war is over and find everything taken away from us and many will have died in vain. The employers who despise organized labor realize that the trade union is stronger than it was in the last crisis, and they are trying to destroy it as they tried after the last war."

Most of the time of the convention was spent in laying plans for a drive aimed at eliminating the wage differential between the north and the south.

Regional War Labor Boards were denounced by many delegates for their refusals to kill the wage differential.

IN MEMORY OF  
BROTHER

Alfred (Scotty)  
Thompson, A. B.

1904 - 1943

Died in Brooklyn, April, 1943

## Offshore Is "Tantamount To Military Service"

(Continued from Page 1)

the widest possible circulation to those issues of the SEAFARERS LOG which explain the set up. Not only that, but each member must be certain that he is keeping straight with his draft board so the RMO won't have any excuse to jerk him into the Army.

Observe the following steps:

1. If your draft board asks you to come in so they can review your case, obtain from them S.S. Form 42-a. Take this to your SIU Agent and have him fill it out.

2. Return this form to the draft board and request that you be placed in Class II-B as an active seaman. If they seem to be giving you the run around, tell them to read "Activity and Occupation Bulletin No. 26-21" issued by National Selective Service Headquarters.

3. If the local board fails to defer you as a seaman and puts you in I-A, notify them immediately that you intend to appeal the case. If your local board is located

inland, demand that your appeal be transferred to the port where you are and where you can obtain the aid of the union.

4. When you have notified the board of your intention of appealing, take your case immediately to the Agent. If your shipping record is clear, the Union will then take over your case and sees that the board stops giving you the bounce.

If every member follows these simple directives, and makes certain to keep his shipping record conform to the rules, there should be no more drafting of seamen.

Cooperate with your union Agent—that is your best insurance against the draft.

AND STAY AWAY FROM THE RMO. AVOID THEIR FINK HALLS AND REJECT THEIR FINK CARDS.

### DO NOT SHIP

Fred J. Engelbert ..... P 2972  
Robert L. Coleman ..... P 7441  
Roy V. Schang ..... P 2679

## An Ode To Curran

Oh lift your pious bows  
And mouth Ham-head phrases  
With opportunity kept evergreen,  
Before your eyes.

Talk unctiously of Truth  
And love of Freedom  
So men can't read your heart  
And know your lies.

You dare to speak to men  
In terms of Brother,  
Beguile them with the oil  
Of mealy words.

Awaiting time and chance  
To work their wonders  
While you the chains of slavery  
Round them gird.

—ex-NMU—er

## COURT OK's PAY FOR INJURIES ASHORE

(Continued from Page 1)

business left the service of the ship when they did so, and therefore no liability for maintenance and cure remained with the shipowner.

In thus broadening the judicial view of shipowners' responsibilities as to the maintenance and cure of seamen in their employ, the high court emphasized that "from the earliest times maritime nations have recognized that undue hazards, emphasized by unusual tenure and control, attend the work of seamen," and cited a vast body of law extending to the maritime code of the old Hanse cities to show that these responsibilities go further than those of employers in shore enterprises.

David E. Jones had fallen into an open ditch during a blackout, after leaving his ship. Pedro Aguilar had been struck by a motorcycle while passing through property adjacent to the pier at which his ship was moored. The court upheld the claims of both for damages.

In its decision, which was written by Justice Rutledge, the court recalled that a shipowner's obligations are neither narrowed nor terminated when a seaman goes ashore on ship's business, and that the owner's responsibilities are ended with respect to any seaman who goes ashore contrary to orders.

"Between these two extremes are the instant cases, raising for the first time here the question of the existence and scope of the owner's duty when the seaman is injured while on shore leave but without specific chore for the ship," the court observed.

"We think that principles governing shipboard injuries apply to the facts presented by these cases. To relieve the shipowner of his obligation in the case of injuries incurred on shore leave would cast upon the seaman hazards encountered only by reason of the voyage.

"Even more for the seaman than the landsman," the court ruled, quoting former Chief Justice Holmes, "'the superfluous is the necessary \* \* \* to make life livable' and to get work done.

"In short, shore leave is an elemental necessity in the sailing of ships, a part of the business as old as the art, not merely a personal diversion."

## Launch Anti-Malaria Program

Until the curse of mosquitoes has been eliminated in the South Pacific islands, the War Shipping Administration has directed its agents to take precautions to protect its seamen against the spread of malaria.

It has been found that there is a lack of enforcement of quarantine regulations at certain ports of call which have not yet been infested with the malaria mosquito and the surgeon generals of the Army and Navy have prescribed disinsectization of all vessels operating for the administration.

Life boats, too, must be drained and dried at intervals of five days. Standing water in scuppers and other exposed areas is to be removed daily.

## Washington Report

(Continued from Page 3)

The law that gives WSA authority to cover these cases is Public Law No. 17, 78th Congress, Chapter 26, first session, H.R. 133. All the maritime unions are in favor of this piece of legislation.

Number two on the agenda—Recommended to the board that the following be attached to the resolution to Congress:

"And be it further resolved that any additional benefits to be conferred on merchant seamen by means of legislation, suggested in this resolution, shall be in addition to any and all benefits to which merchant seamen are at present entitled to reason of existing legislation, and the general maritime laws."

All the unions concurred in this proposal.

Number three on the agenda—Changes in 2nd seamen's war risk insurance policy are to cover all seamen suffering illness and mental disorders, but shall not cover illness or disorder if the seaman has it when he ships.

### Repatriation:

Prior to the war, all the unions negotiated contracts with the employers wherein any seaman who was interned would receive wages and emergency wages during the period of internment, and also all allotments were to be paid during the period of the internment. The board's decision No. 1 upheld the unions and made similar provisions in that decision.

Under the 2nd seamen's war risk policy the board has limited the payment of wages and emergency wages, and the payments of allotments, to two years only while the seamen are interned. We have several members interned and their families are dependent on the payment of this allotment. It stands to reason that this war will not end tomorrow, and the probability is that some of our men's dependents will not receive any allotments under the 2nd seamen's war risk insurance policy.

The International has drafted legislation that will cover a seaman for a period of three months after the war ends, and has instructed me to see that the proper steps are taken to bring this matter to Congress.

Congressman Welch of California has been given a copy of the legislation that the International feels will give due consideration to interned seamen, with the request that he introduce it in the House.

### Health Protection:

Dr. Blain of the U. S. Public Health Service, has been assigned to work with the WSA, and the WSA has instructed him to explore the possibility of enacting a law whereby all merchant seamen would have a physical examination before being employed on board any vessels.

The operations division of the WSA is willing to reimburse any employer who would be required to employ a doctor, this would be part of the employer's operations costs.

In conference with Dr. Blain he pointed out that there are quite a number of seamen who have acute T.B. and they do not know that they are infected. They are endangering the other members of the crew when they ship. If these cases are arrested in time it would be of benefit to the seamen with whom they have daily contact. Dr. Blain also pointed out that there are other cases where seamen should not be on board a ship due to their mental disorders (nuts) and that these men should be examined by competent doctors.

This is a problem that the membership should give their deepest consideration. Although seamen would not relish the idea of working, eating, and sleeping with men who are infected with certain diseases, there is always the possibility that certain company doctors would abuse their authority and black ball certain men that the company would not care to employ. There is also the possibility that a seaman may have incurred a disability in being torpedoed and still be able to continue going to sea and be able to do his job. But in order for the company to employ younger and more aggressive men the doctor may claim the seaman is unfit for duty.

There are a lot of angles that the union should give consideration to if there is going to be any law enacted by Congress that would require a physical examination for a seaman to take as a condition of employment. These should be discussed by the membership and serious consideration should be given to the black ball angle.

### U. S. Coast Guard:

The Coast Guard is suspending quite a number of seamen for taking time off when they are in foreign ports. This situation is getting more acute. It seems that they are going to enforce discipline on all vessels by suspending certificates of men who take this time off. In some cases it is in addition to the logs.

Some of our members have had their certificates suspended for four months. In the majority of cases men are being given a reprimand. Records are being kept and the second offense usually results in suspension. Hearings are held when a ship arrives in port, and some of our men make statements which are not in their interest, and their own statements are what is used against them by the Coast Guard. All men are entitled to counsel and should consult with the union officials before making any statements. In this way they can be informed as to their rights.