



SIU Proposals On Electricians' Wages OKayed

NOTICE

During the paying off of two South Atlantic ships in Philadelphia, at the Army Pier 98-S, the SS HOWARD COFFIN and the SS JOHN GORRIC, and during the usual confusion and excitement that accompanies a pay off job, one union brother picked up a one hundred dollar bill off the desk, either by accident or otherwise.

We have an idea who it is, but so as to not cause any ill feeling I am asking the brother to be man enough and send it back to me. This is causing me a great deal of inconvenience. I have to make good to the Union this amount.

Therefore, I hope the brother when he reads this will realize that he took a hundred dollars out of my badly needed pay.

If the money is sent back I will acknowledge it in the LOG, and no questions asked.

So hoping this man will have the decency to live up to what Union stands for and send me my hundred dollars.

Fraternally,

RICHARD CROPPER,
Philadelphia Patrolman

War Labor Board's Shipping Panel Approves Demands For Pay Rates And Conditions

By JOHN HAWK

Sec'y-Treasurer Atlantic and Gulf District, SIU of NA

On July 24, 1944, at Washington, D. C., Joe Volpian and myself represented the Union at a meeting called by the War Shipping Panel of the National War Labor Board, for the purpose of hearing our dispute re: WAGES AND WORKING CONDITIONS FOR CHIEF ELECTRICIANS AND 2ND ELECTRICIANS, on "C1," "C2," "C3," and "C4" type vessels with the Mississippi Shipping Company, Inc., Waterman Steamship Corp., American-Range-Liberty Lines, Inc., The Seas Shipping Co., Inc., South Atlantic Steamship Lines, Eastern Steamship Lines, Inc. Union Proposals were as follows:

- | | |
|-------------------|-----------|
| | per month |
| Chief Electrician | \$207.00 |
| 2nd Electrician | \$184.00 |
- The Chief Electrician shall be directly responsible to the Chief Engineer or first Assistant Engineer. The 2nd Electrician shall work under the direction of the Chief Electrician, except when tending winches, at which time he shall be responsible

- to the Engineer in charge.
- They shall do no work other than electrical work and shall not be required to work on steam or diesel end of any machinery.
- Electricians refusal to do electrical work, when such work renders them liable to electrocution, shall not be deemed refusal of duty.

- When cargo is being worked with electrical winches after 5 P.M. and before 8 A.M. overtime shall be paid to electricians on duty and they shall be requested to do any work necessary to keep electrical cargo handling machinery in operation.
 - When Electricians are required to install any additional equipment, it shall be classified as overtime and paid for at the regular overtime rate. This clause, however, shall not apply to renewals or re-
- (Continued on Page 3)

NWLB Shipping Panel Enlarged

The war shipping panel of the National War Labor Board has been stiffened by the appointment of one new industry member and seven new alternate industry members, it was revealed this week by the American Merchant Marine Institute.

The one remaining industry member and the eight other industry alternates have been reappointed. Taking the place of Edward J. Barber, president of the Barber Steamship Co., who resigned recently, Earl A. Jimison, manager of Lykes Brothers Steamship Co., has been appointed regular industry member to serve with J. B. Bryan, president of the American Shipowners Association, who was reappointed.

The following new alternate members have been appointed to represent offshore shipping: B. G. Furey, chief of operations, Moore, McCormack Lines; Captain J. M. Jameison, manager of the operating department of Parry Navigation Co.; George Cohee, manager of operations of the Overlakes Freight Corporation, and Louis B. Pate, vice president, Seas Shipping Co.

Representing the Great Lakes will be Arthur B. Rathbone, of Oglebay, Horton & Co. Inland water transportation will be represented by Alternate John H. Eisenhart, secretary of the American Waterways Operators, Inc., and Richard Specker, of the National Water Carriers' Association, will represent tug and barge operators on the Atlantic Coast.

3,465 Merchant Ships Now Under Control Of WSA

WASHINGTON, Sept. 6.—As of September 1, the War Shipping Administration had 3,465 merchant type ships under its control, according to the Journal of Commerce.

Other shipping statistics given in round figures in a statement issued today by the Maritime Commission and the War Shipping Administration follow:

Deadweight tonnage of American merchant marine, January 1, 1942, 11,000,000; deadweight tonnage built from January 1, 1942, to September 1, 1944, 38,387,600; number of ships built January 1, 1942, to September 1, 1944, 3,751, including 2,316 Liberties; number of men employed in merchant marine, 165,000; number of merchant seamen dead, missing or prisoners of war as of July 31, 1944, 5,750; long tons of cargo shipped out of U. S. in 1943, 62,000,000, and average number of workers in Maritime Commission yards in July, 1944, 595,000.

US Labor Leaders Pledge Continued Production Effort For Total War

WASHINGTON—The six American labor representatives who have just completed a two-week visit to the European Theater of Operations conferred with the Hon. Robert P. Patterson, Under Secretary of War, on their return and presented to him a letter expressing their appreciation for the opportunity of making the tour, and pledging their determination to see "that our Army never lacks for the things it needs," it was announced this week.

"The opportunity to learn firsthand the awful significance of total war has not been a pleasant experience," the letter stated. "We return with a new comprehension of war's destructiveness and of the extent to which supplies and equipment can reduce the toll of human lives."

The letter explained that the labor leaders had been greeted everywhere as friends and partners and that the production of American labor had received praise on all sides, from generals and privates alike.

The letter concluded, "But we are not disposed to rest on past accomplishments or to count the war as already won. Our own sacrifices and contributions are small by comparison with those

of our soldiers. It shall be our mission to see to it that our Army never lacks for the things it needs. We shall strive to bring the war to the earliest possible conclusion so that our troops may

(Continued on Page 3)

AFL Unions Win In Wisconsin Shipyard Election

SUPERIOR, WIS.—AFL unions won a smashing victory in a National Labor Relations Board election among employes of the Globe Shipyard here.

The AFL vote totaled 1,141 to only 319 for the CIO.

William F. Wright, AFL organizer, reported the outcome of the collective bargaining poll to President Green, whom expressed pleasure over the result.

WSA Outlines New Developments In Merchant Seamen's Voting Procedure

WAR SHIPPING ADMINISTRATION
New York, New York

September 6, 1944

Voting Procedure for Merchant Seamen

Through the facilities of all seamen's organizations post card applications for state absentee ballots have been made available to merchant seamen on shore.

Bulletins explaining the voting law have been issued at various times. Due to changes in the pro-

AFL MEMBERSHIP IS NOW OVER SEVEN MILLION

Total membership of the American Federation of Labor now surpasses the 7,000,000 mark. President Green announced at a celebration staged by the Toledo Central Labor Union in honoring the AF of L chieftain.

The 7,000,000 figure represents members actually paying per capita tax to the parent body, and with the re-affiliation of the International Typographical Union the number will increase approximately 85,000.

gram certain of the bulletins are no longer of interest to seamen desiring to vote. The important bulletins now are No. 4 (with Supplement No. 1), 5 and 7.

Bulletin No. 4 gives a summary of state voting laws as they apply to merchant seamen. The majority of the states will accept the post card application for ballot.

Bulletin No. 5 advises seamen on merchant vessels that the Armed Guard Officer is the voting officer aboard his ship.

Bulletin No. 7 explains the use of the Federal Ballot. Nineteen states authorize use of the Federal Ballot by the merchant marine. The Federal Ballot is only an additional assurance to a person who wants to vote. If his absentee State ballot does not reach him a Federal Ballot will be furnished

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SEAFARERS LOG

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 Atlantic and Gulf District

Affiliated with the American Federation of Labor

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The Face Of The Future

AN EDITORIAL

America stands at the crossroads of decision. One road leads to Centralized "Planning" and attendant Dictatorship—the other leads to a return to a pre-war status quo with economy revamped to the needs of a post-war augmented market, domestic and foreign, under a business leadership.

Totalitarian termites are moving heaven and earth to insure the success of bigger and better Bureaucratic control and a Government in the United States of America which will march down the road to Collectivism controlled by secret tentacles of the Stalinist octopus as the prelude to a seizure of power. *They are intent on the job of "marrying" the Administration and through this strategy CAPTURING THE GOVERNMENT FROM WITHIN. The plan and process has long been underway!*

The drive of the CPA, CIO Political Action Committees, and so-called "Trade Union leaders" to regiment the votes of American Workers is part of the struggle to capture control of the American Government with their power extended over the entire nation. The "Trade Union" spheres of operations act as the base of activities. *Capture of the Government will open the way to limitless horizons the power over the people—over all Unions. They will mold American International policies. THIS IS THEIR BID FOR POWER.*

Regimentation of American workers is constantly being stepped up by various devices. An American seaman carries a Seaman's Certificate, Passports, Coastguard Passes. He is mugged and fingerprinted. His life history is on record. He must procure a birth certificate if born here, or citizenship. Records of sailings are kept in Washington by the War Shipping Administration. Time ashore between trips is regulated. He must pass physical examinations by the War Shipping Administration and records are left behind. He is recorded by a Social Security Number.

These measures are largely necessary and unavoidable, especially in times of War. *We must add to necessary war time controls, however, the burdens of a totalitarian nature placed upon seamen who are members of Stalinist-controlled "Labor Front Unions." WE SPECIFICALLY NAME THE NMU!*

NMU members are bedeviled by numerous sets of controls placed upon them by the Stalinist "leaders." They

(Continued on Page 4)

WHAT'S DOING

Around the Ports

NEW YORK

You have heard the old one about being as "busy as a one-arm paper-hanger with the hives." Well, Brother, you aint seen nothing yet! If you could only have been around New York last week, then you would have really seen what a busy place looks like. The Branch here just shipped the highest number of men ever shipped for one week and did the most business ever done over the same period in the entire Seafarers history.

This broke the record set here around three weeks ago. To make it even tougher than that, was the fact that the offices were being moved over into the new building and we had to continue "Business as usual." As a result, it slowed our affairs up where we are operating a couple of days behind on settlement of disputes.

BEEFS COLLECTED

We are now in the middle of 'em, however, and if all hands, with disputes in New York, local and outports, will look under the Money Due List in the LOG this week they will see the settlement of disputes.

Some of the vessels involved in these disputes are the SS JOHN MYERS, Alcoa; SS LAFAYETTE, Waterman; SS JAMES GILLIS, Smith & Johnson; SS CAPE CORWIN, Bull; SS LUCY STONE, Mississippi; SS ROBERT TREAT, Eastern; and the SS WM. PEPPER, Calmar. Look for your name and the amount due and details under the Money Due List.

The rest of the disputes being handled in New York should have a decision reached on them very shortly and all hands will be notified by the Money Due List in the following Seafarers Log.

During the past week, when we had so many ships paying off, we had for the first time, difficulty in obtaining enough rank and file Seafarers members from the floor to act as temporary Patrolmen. The system we have been using around here is when business was very heavy, we would get the necessary number of members with the necessary qualifications to fill in and act as Patrolmen and we must say that everyone of these men that have assisted us in this manner so far have done crackerjack jobs of filling in.

GOOD SHIPPING

Shipping is so very good here lately, however, and the boys were turning over so fast, we don't have the opportunity to get a man to stay on the beach long enough to work even one day.

Here's hoping that during the next big rush we have it will be easier for us to get men to fill in.

We have a very nice set-up here in our new building and it is going to help the membership to quite an extent. We are arranged so that we can handle any amount of business within our building or any amount of shipping, regardless of how heavy it gets.

We are lined up so that we can handle disputes as we get them, and are able to keep a complete check on them at all times.

This is only one of the many advantages offered by our new hall here. The most important being the recreation facilities and the cleanliness of the entire effort.

NEW BUILDING

The membership in this Port is more than pleased with our new set-up and we are all happy—hoping it won't be long before we have a union hall like this not only in New York but in every Port, and if the Building Fund keeps growing as fast as it is, then there is no question but what we will have them shortly.

Quite a few of the boys have been inquiring when we are going to throw our house warming party a la "New Orleans style" and it has been discussed several times at our meetings. All hands are of the opinion that we should hold this until we have our new building laid out to the last "T" which will be second to none and then pitch a housewarming that will ALSO be second to none.

This sounds pretty good and it looks as though the fellows around here are going to follow through on it and do the job up brown.

Your for a Greater Membership.

PAUL HALL, Agent

BALTIMORE

Shipping has slowed up somewhat after a three week spell of hectic business and shipping. Well this seems to be the regular cycle, so if things run true to form we shall have a two week lapse and after that be plenty

busy again. All routine beefs were settled to the satisfaction of the crews on the various vessels entering this port.

My last week's report described the antics of one of the many Waterman would-be Bucco Skip-pers. Namely Henry T. Bishop. To date nothing new has developed as to what further actions the various Government authorities are going to take on him, but Brother John Mogan, Boston Agent, and Vice President of the Seafarers International, submitted some interesting and very enlightening data on Captain Bishop, which I am sure will greatly aid us in getting Bishop his just dues. Also Brother Hall obtained some notarized statements from several members of the crew on the last voyage with Bishop which will be of great help towards that end.

However, to get back to Brother Mogan's data:

It seems that Bishop quit all the ships at the time the Submarines and Planes were using them for duck hunting sport, and when every one including the WSA, was singing their praises of the heroic and daring deeds of the Seamen.

This Phoney, incidently claims that he returned to sea due to his extreme patriotic fervor after working ashore for over two years for far less money than he would have earned as a Captain. Finally he worked up enough courage to ship out again, doing this, of course, when the Sub danger had lessened.

During the voyage Bishop was so scared that he stayed drunk

(Continued on Page 3)

MONEY DUE

SS JOHN F. MYERS
 Alcoa SS Co.

E Sheppard, 16 hrs; P. Reilly, 13 hrs; R. G. Fink, 8 hrs; S. Jan-kowski, 8 hrs; J. Marino, 8 hrs.

R Tatterman 9 hrs, J. Regan, 8 hrs, G. E. Miller, 8 hrs, and 2 days' pay each for doing Chief Cook's work; T. I. Shelton, 19 hrs; D. Cruz, 8 hrs; P. J. Olso, 8 hrs; A. King, 8 hrs; J. Burton, 8 hrs; W. R. Valler, 8 hrs. Collect at company office!

SS LAFAYETTE

Waterman SS Company

The 6 AB's who made the last trip each have \$6.00 security due them. Collect at company office.

SS LAFAYETTE

Wolfe, Black, Johnson, \$21.00 each extra meal money.

SS JAMES GILLIS

Smith & Johnson SS Co.

Log Beef—William J. Meehan has had Commissioner's decision in his favor and can be paid a refund of \$91.00 by calling at the company office.

SS CAPE CORWIN

Bull SS Company

Entire crew has \$5.00 each due for lack of linen, with exception of S. Prestigiacomo, who has \$7. due. Collect at company office.

SS M. T. GOLDSBORO
 Donald R. Willis has 32 hrs. coming. Collect at company office.

* * *

SS LUCY STONE
 Mississippi Shipping Co.
 The Steward Dept. can collect money for extra meals at the company office.

* * *

SS LUCY STONE
 Mississippi SS Company
 David Archia, Chief Steward, 121 hrs. Collect at company office.

* * *

SS ROBERT TREAT
 Eastern SS Co.
 E Chapman, OS, 16 hrs; O. Rupp, AB, 29 hrs; A. Gosh, AB, 3 hrs; H. Randolph, OS, 18 hrs; F. Snyder, Carpenter, 1 hr; P. Vroom, AB, 9 hrs; R. Eley, O.S., 12 hrs; R. Amstutz, AB, 17 hrs.
 Engine Dept.—W. D. McLaughlin, Oiler, 12 hrs; R. Bryant, Oiler, 8 hrs; W. W. Ridgers, Fire, 3 hrs; J. Rudsill, Fire, 5 hrs; G. McGee, Fire, 6½ hrs.

* * *

SS WM. PEPPER
 Calmar SS Office
 Entire unlicensed personnel have 4 weeks' linen money coming.

Keep In Touch With
 Your Draft Board

War Shipping Panel OK's SIU Proposals On Electricians' Wages

(Continued from Page 1)

placements of worn-out equipment.

6. Their hours of work shall be from 8 A.M. to 12 Noon and from 1 P.M. to 5 P.M. Week-days and from 8 A.M. to 12 Noon on Saturdays. Provided, however, he shall make his routine inspections daily without payment of overtime including Saturday afternoons, Sundays and Holidays.

The Companies' proposals were as follows:

Wages	per month
Chief Electricians	\$185.25
2nd Electricians	\$137.50

The Companies objected to most of the Union's proposed working rules. Matthew Dushane was the labor representative of the War Shipping Panel. The War Shipping Panel unanimously agreed on the Union's wage proposal and recommended that the wages for electricians with chief electricians endorsement for "C" type vessel be \$207.00 per month and that electricians with only assistant electricians endorsements be \$137.50 per month.

The SIU has been fighting for this scale of wages for Chief Electricians on "C" type vessels since 1941, finally we have won our point provided that the National War Labor Board approves of the War Shipping Panel's unanimous recommendation, which I have every reason to believe they will. The biggest obstacle that has been in our way in winning this decision is the fluky wages paid to electricians by East Coast operators contracted to the National Maritime Union.

Of course, it is common knowledge to all old-time seamen that the SIU has to pave the way nowadays via the War Labor Board for better wages, working conditions and bonuses, etc., for all American merchant seamen like the SIU has done in the past, but, before the war, wages and working conditions were bettered by the SIU via strikes while the top faction, NMU officials sat on their prats and got their high powered political machine to blow their horns loud and long about the gains that they have made for the seamen. An example of this is their last triumph published in the "Pilot," of the gains they made when they were handed down a decision by the War Labor Board calling for overtime in port after 5 P.M. and before 8 A.M. for a man on watch in fire room while cargo is being worked.

This concession they just re-

NOTICES

Will George Flinn, Cook and Galley Utility man on last voyage of John T. Mitchell kindly get in touch with Captain Hedrick, U. S. Shipping Commissioner at Baltimore, Md. This is in reference to a refund on your Log.

JOSEPH FLANAGAN,
Baltimore Agent

F. O. Swendson, Jr. — Your book is being held in New York for you to pick up.

ceived, while seamen sailing on SIU contracted ships have been receiving overtime for this work since 1938, the year the SIU was born. This means that hundreds of thousands of dollars went into the shipowners' pockets instead of the pockets of the rank and file seamen sailing on NMU contracted ships.

The War Labor Board handed them this because the NMU representatives screamed for stabilization and used as basis for argument, SIU contracts which contained these conditions, stating that they should have the same conditions. We are glad they got these conditions because it benefits the rank and file National Maritime Union seamen but it is no credit to the top faction of the NMU.

We can look forward now to the National Maritime Union negotiators to go to the National War Labor Board and ask that they boost the electricians' wages on NMU contracted ships for the sake of stabilization. They will go with their hat in their hand and say, "We have been good boys, we have not struck any vessel but the bad, bad SIU boys have struck vessels and you should give us what you gave them."

I hope they do get the same wages for electricians because the seamen electricians will be the winners but no credit for obtaining same should go to NMU negotiators.

War Shipping Panel's Recommendation on the Union Proposed Working Rules:

THIS IS THE PANEL'S RULING:

1. Was denied. "Electricians shall be directly responsible to the Chief Engineer or, in his absence, to the Engineer in charge."
2. Was Granted.
3. Was denied.
4. Was Granted.
5. Was denied.
6. Was Granted.

(Refer to points on Page 1)

The Companies proposed that the following provisions be included in the agreement:

HIRING OF ELECTRICIANS

"The Union recognizes that special training and experience are required in the case of certain ratings on the modern complex vessel. In view of the above, it is agreed that Electricians should be selected by the Company from these members of the Union who are available, provided such men are suitable to the Company. The Company shall be the sole judge of the man's suitability. If suitable men are not available from among the Union membership, the Company may secure men for these ratings from any source whatsoever and without regard to Union membership. Men so secured may remain in the employ of the Company, provided that within a reasonable length of time they become members of the Union."

Panel denied Companies' proposal.

N Y Meeting Shows Union's Progress

NEW YORK, N. Y., Sept. 12—

One of the largest meetings ever held in this port assembled in the new hall here last evening to showed enthusiastic acclaim to the Union's progress. Several members praised the way that the officers of the Branch had held up under a record week for finances and shipping while under the added pressure of moving; although it was explained that a few beefs necessarily were hanging fire due to the press of work and business.

Over one thousand men were shipped from the hall as crew replacements during the week, as well as sixty ships being handled by the patrolmen and agent of the Branch. Many of these vessels came in with hundreds of hours of overtime in dispute because of technical angles worked up by some of the operators' representatives, it was reported.

One Brother commented upon the attitude of some of the members about Chief Stewards and declared that: "Crews had better quit discriminating against them as Chief Stewards, since the attitude of some of the crews was forcing them as a whole group away from the Union."

The members present concurred in his expressed sentiments and asked that measures be taken to stop unthinking members aboard the ships from rigging up charges against Chief Stewards that were without any basis or foundation.

It was also reported in the meeting that many of the disputes taken up before the Draft Boards and the Coast Guard were of the type that would benefit the welfare of the members of the Union. This type of dispute it is noted has been becoming prevalent of late months.

Overseas Xmas Gifts

WASHINGTON, D. C., Sept. 12—GI advice to the home folks on Christmas presents for boys overseas sifts down to "What you send is not as important as the fact you remembered to send it," the OWI announced this week.

Christmas packages to servicemen abroad must be mailed between Sept. 15 and Oct. 15.

Labor Leaders Pledge Continued Total War Effort

(Continued from Page 1)

come home alive and whole."

The labor leaders who toured ETO at the invitation of the Secretary of War were R. J. Thomas, president, UAW-CIO; Sherman H. Dalrymple, president, United Rubber Workers, CIO; David J. McDonald, secretary-treasurer, United Steelworkers of America, CIO; Eric Peterson, vice-president, International Association of Machinists, AFL; Frank Fenton, director of organization, AFL; and A. L. Wegener, assistant to the president, International Brotherhood of Electrical Workers, AFL.

Another Skipper Lauds SIU Crew's Conduct Under Invasion Fire

NEW YORK, N. Y., Sept. 14—An example of the

actions of all crews of the Seafarers International Union of NA is seen in a letter from D. W. Hayman, Master of the MV Trinidad Head to the officials of the Moran Towing Co., which was made public today. The letter lauds the spirit with which the SIU members carried out their duties during many crossings of the English Channel while under the heavy fire of the invasion of the Normandy beachhead.

The letter pays tribute to the "endurance, cooperation and efficiency" of the crew as well as pointing out their attention to their duties and their sobriety. They are also complimented on their discipline.

The full text of Captain Hayman's letter follows:

MV TRINIDAD HEAD

Capt. Earl C. Palmer,
Marine Superintendent,
War Shipping Administration,
Moran Towing and
Transportation Co., Inc.
17 Battery Place,
New York, 4, N. Y.

Dear Captain Palmer:

While on the trip to the United Kingdom, including the task force and several crossings of the English Channel, the trip was quite interesting, but a bit trying at times, especially during the invasion. However, the entire crew performed their duties in the most excellent manner at all times. Not one man showed the slightest trace of obstinacy. And, I must say, that in all the many years I have been master of a vessel, that my present officers and crew head the list so far as efficiency, cooperation and endurance are concerned. They have been sober, have been attentive to their duties at all times, there have been no disputes or friction, and they have maintained the highest regard for discipline. They have worked hard, and every request, as well as my orders, have been carried out in the most whole-hearted manner.

Some of these men now seek

advancement, which I hope they will be successful in attaining. They are all looking forward to a short vacation and rest, and no doubt, you will be in contact with some of them. You can assure them that the manner in which they have conducted themselves, and their loyalty has been most highly appreciated by me, and I sincerely and unhesitatingly recommend them to anyone with whom they came in contact.

Last but not least, the Navy gun crew have at all times cooperated with me, my officers and crew. The manner in which they have conducted themselves shows fine training and efficiency. To my knowledge and belief there has never been any dispute or grievance between the gun crew and the officers and crew of this vessel. They are a fine bunch of men, sober, and conduct themselves in the most gentlemanly manner at all times. Part of these men have been with me for a year, and all of them on this particular voyage, and I find them today as enthusiastic as ever. It would be greatly appreciated by me, if you would pass on this information to the proper authorities on behalf of these men.

Very truly yours,
D. W. HAYMAN, Master,
MV Trinidad Head.

NOTICE

The SS WM. R. DAVIES was in Oran on March 23rd, 1943. All members of the crew on this voyage have attack bonus coming, \$125.00. Please get in touch with the South Atlantic Steamship Co., Savannah, Georgia, for collecting same.

CHARLES WAID, Agent
Savannah Branch

Around The Ports

(Continued from Page 2)

the entire trip. He also developed a halucination that the crew was talking about him, and would sneak up to the crew's rooms and listen in order to determine if that was so, and due to his fears he made a general nuisance of himself the entire voyage, demoralizing the crew and officers with his childish and yellow actions.

At the completion of the trip Bishop brought two messmen up on charges before the Coast Guard. After hearing all the evidence the Coast Guard dismissed the charges against the messmen, and severely reprimanded Captain Bishop for his demoralizing actions during the trip.

This occurred at Boston, Mass., last year. Needless to state that I referred the added information to the Fifth Naval District.

FRATERNALLY YOURS FOR LESS HOURS.

JOSEPH FLANAGAN, Agent

BALTIMORE PATROLMEN'S REPORTS

Brother Dickey's Report:

Paid off the Chas. Nordoff, and Trinidad Head. All beefs settled to entire satisfaction of crew. Approximately 400 hours disputed over time settled. Visited various ships on routine beefs which were adjusted.

I would like to commend the delegate on the Trinidad Head, Brother Lloyd Daniels, whom acted in that capacity for the entire crew, and turned in the best report we have seen here for a long time. If other ships' delegates would do likewise it would make things a whole lot easier on the officials.

Brother Macaulay's report:

Paid off Trinidad Head, Yamhill, the latter a Pacific Dist. Tanker. Overtime beefs all settled to crews' satisfaction. Visited various other ships in port on routine issues, signed on Walter Flemming.

New Ships Are Named For 'Raymond V. Ingersoll' And 'Abraham Rosenberg'

The U.S. Maritime Commission has made known that hulls have been assigned for two Liberty Ships, to be designated the SS *Raymond V. Ingersoll* and the SS *Abraham Rosenberg*, in recognition of War Bond purchases of \$5,585,150 made by the members of the Joint Board of the Cloak, Suit, Shirt and Reefer Makers' Unions in the Fifth War Loan Drive.

Cloakmakers, in responding to the call of their country to purchase bonds, and to the call of the union to purchase bonds for these two Liberty Ships, deem it an honor and great privilege to have the ships bear the names of two such outstanding personalities as Raymond V. Ingersoll and Abraham Rosenberg. For, Raymond V. Ingersoll, before he was elected Borough President of

Kings County served for a number of years as the impartial chairman of the cloak industry.

In all the years that he served the cloak trade in the capacity, his decisions were always directed toward the economic welfare, needs and interest of the cloakmakers. Abraham Rosenberg was the president of the ILGWU in the year 1910, at the time of the great general strike.

During that time he was the leader of that general strike of the cloak industry in the City of New York which, was struggling for union recognition, for better union conditions and the moving force of its present great international. As leader of this strike, Abraham Rosenberg helped inspire other trades to fight for union recognition and improved union conditions.

Both Raymond V. Ingersoll and Abraham Rosenberg will remain everlasting in the memory of cloakmakers.

Complete arrangements for appropriate ceremonies marked the launching of the *Ingersoll* at Panama City, Florida, August 28. The *Rosenberg* will be set afloat on September 30 at the yards in South Portland, Maine.

SIU Man Gives Life In War

NEW YORK, N. Y., Sept. 6—Another member of the Seafarers International Union gave his life for the war effort, it was revealed here today by his shipmates who survived action on the Normandy beach-head. His fellow shipmates tell the story of the death of Harley F. Snapp, Jr., a messman, who was killed accidentally while ashore on the beach-head on July 7, 1944.

Brother Snapp, his shipmates say, was killed while helping to get war materials ashore.

"ADMIRAL" CURRAN

The Great One stood on the NMU roof
And pointed toward the sea
"We keep 'em sailing," he shouted
"They sail because of ME!

"I'm winning this war by remote control
"By the headlines in our Press
"I'll sail those ships though the Heavens fall
"And never know distress.

"I am the Voice from Teheran
"And all points East or West
"My political speeches in this War
"Shall feather an Admiral's nest.

"The Order of Stalin shall grace my breast
"In the days that are to come
"The Admiral of the NMU roof
"Who put Nazis on the bum!

"I and my Captains gaze towards the sea
"With the Charts for lands afar
"We plot the answers to Human Fate
"Browder's quadrant and Stalin's Star!

"Oh storms may blow and pumps may clog
"And the sea moan o'er the bar
"The deadly torpedoes do their work
"On ships both near and far—

"Whatever betide it don't hurt US
"We're Captains' of the Main
"With our CPA Chart on the NMU roof
"We live and fight again.

"Terrific our battles in headline news
"We quaff our champagne at the Ritz
"At shipowners' dinners in our behalf
"Five dollars per plate and our 'blitz.'

"Our own self-praise can show no wane
"Our ink wells never run dry
"Planes and loudspeakers at our command
"In the name of the men who die.

"We're heroes tossed on political waves
"We sail on the winds we blow
"We're never at a loss for words
"New slogans from us flow!"

The Great One stood on the NMU roof
With Hillman's glass in his hand
Defeating Nazis by remote control
The "Sailor" of dry land. —Top 'n Lift.

WSA Outlines New Developments In Seamen's Votes

(Continued from Page 1)
by the Armed Guard Officer after October 1st. If a seaman is ashore in a foreign port a Federal Ballot may be secured from the American Consul or the WSA agent. To use the Federal Ballot he must:

1. Be outside the continental United States.
2. Have applied before September 1st for absentee state ballot, but not have received it.
3. Be a resident of one of the nineteen states that authorize use of the Federal Ballot as per Bulletin No. 7.

We feel that if too many bulletins are displayed they will not be read. Therefore, we suggest that only Bulletins No. 4 (with Supplement No. 1), 5 and 7 should be displayed with this notice.

M. A. MENDLESEN,
Voting Supervisor,
Atlantic Coast District.

WSA SPEAKS ON JOBS FOR DISABLED SEAMEN

The War Shipping Administration announced this week that every possible consideration is being given toward finding jobs for disabled seamen within the shipping industry at their highest practicable capacity.

**Protect Both America
and Your Money by Investing
It in War Bonds.**

The Face Of The Future

AN EDITORIAL

(Continued from page 2)

must attend all the NMU's so-called "union" meetings and listen to long political tirades and speeches under rigid penalty of not getting their shipping cards stamped. This is in sharp contrast to the AFL SIU-SUP, the real seamen's Unions, which encourage their members to attend meetings and take an active and democratic part in conducting the affairs of their OWN UNIONS, with minor punishment for failure to attend at least every second meeting.

The NMU's rigid control of the actions of its members has worked a hazard on the war effort by causing many of its members to be thrown to the draft boards for failure to attend the NMU's political rallies—for the member's rights of shipping were withdrawn. Under the RMO rules he was thrown to the wolves as an "inactive seaman." Thus, in the NMU regardless of the particular member's needs—compulsion is the root of his behaviour!

Here the Stalinist "union" rules conflict with the war effort, Manning and Manpower. In spite of the fact that Joseph Curran, Stalinist stooge, is a member of the War Manpower Commission for the New York area, this totalitarian malpractice—its effect upon men and manning of ships HAS NEVER BEEN BROUGHT TO LIGHT! The reason is easily understood!

How many have been "fingered" by the CP-NMU control and drafted into the army or driven from the industry through this simple

device—their places on the NMU ships, filled by green trainees shipped from the RMO pools as replacements (to be handed books in the "Union" later at \$25 per or all they can collect) will never be known, nor the effects on efficiency and safety at sea.

Compulsion under guise of "free contributions" is now used to separate the NMU members from hard earned money which the "leaders" utilize to support the Stalinist-controlled CIO Political Action Committee pledged to the re-election of the present Administration. Not only are the seamen TOLD HOW TO VOTE AND WHO TO VOTE FOR—they are forced to pay for this "Service." Ironically enough their Sovereign Rights as American Citizens are subverted by CP Labor Fronters who label themselves "fighters for Democracy and Freedom from Axis tyranny."

Woe to the NMU member who dares to express the opinion that the right to vote as he sees fit is inherent in Our system of society and Government and that this right is the soul and spirit of Freedom. Without this Right and the exercise of this Right there can be no freedom, nor can there be a TWO PARTY SYSTEM. And, unless we have a two Party or multi-party system we fall prey to the grip of the ONE PARTY TOTALITARIAN RULE.

Through the regimentation of Stalinist-controlled "Unionism" the burden of American seamen is aggravated beyond belief. Older sea-

men in large numbers realized this, based upon pre-war experience with Stalinist political racketeers and quit the "Union" to join their shipmates in the ranks of clean American Federation of Labor Unions operated under American principles of fair play and understanding. The superimposed regimentations of Stalinists are avoided and necessary Government regulations more easily borne as the result.

This NMU's doubling of regimentation, filled hospitals with nervous wrecks cracking under the strain of ship and shore "Union" surveillance. They spend necessary rest periods ashore ringing door bells "voluntarily" for the election of Vito Marcantonio even though newcomers know, nothing of the man or his Stalinist history. This was the NMU members' assignment in "Political Action" regardless of the state of nerves or the hardships of trips at sea.

Fighting for the Freedom of Mankind we are in moral danger of losing Freedom at home through the machinations of this sinister, political, racketeering sect masking their activities with super patriotic phrases while they dodge ships and the draft.

America stands at the crossroads of decision. Each and everyone of us are America. The VOTE is our heritage and power. Let us think hard and use it wisely in the interests of the American people—in the interests of true Freedom and not the ambitions of a Stalinist political clique.