

S.I.U. Wins Security Watch Agreement

A.F.L. Fights Fascist Connally Labor Bill; Warns Congressmen

Washington, D. C.—Launching a militant offensive against the Fascist Connally-Smith anti-labor bill, the Executive Council of the American Federation of Labor warned that the workers of America will vote out of office any member of Congress who supports this measure.

Immediately following this action, seven top Government war agencies denounced the Connally-Smith Bill in a round-robin letter to Speaker Rayburn. They charged it would arouse "bitterness, rancor and labor strife" and impede the nation's war effort.

James G. Patton, president of the National Farmers Union, joined in the onslaught with a message to both houses of Congress declaring the effect of such legislation would destroy stabilized labor relations in war industries.

In its declaration against the bill, the AFL Executive Council said: "The surest way to hamstringing America's war effort and to destroy the morale of the nation's soldiers of production is for Congress to enact the obnoxious Connally-Smith Bill."

"This measure, if enacted into law, will wreck the war production

program. It will wipe out the vast benefits that have been derived from the operation of labor's voluntary no-strike pledge. It will be as unenforceable as prohibition.

"How can American workers join wholeheartedly in war for the preservation of freedom when their own freedoms are being cut out from under them? How can American workers believe in the sincerity of America's war against Fascism, when Fascist legislation is being imposed against them?"

"The provisions of the Connally-Smith Bill do not add up to a just and equitable law. They constitute a club—a vengeful weapon aimed at all American workers in retaliation for the acts of a few. American workers will not and cannot subject themselves to such tyranny."

In a conference held in Mobile last week, the SIU won Security Watch Agreements with the Mississippi, Waterman and South Atlantic Steamship Companies. The agreement becomes effective as soon as it has been approved by the War Shipping Administration. Security Watches are provided for in all U. S. and foreign ports between 5 and 8, and on Saturday afternoons, Sundays and holidays, if so ordered by authorities for the purpose of the ship's safety. Overtime pay is provided for all such watches.

Here is the full text of the agreement:

WITNESSETH:

This memorandum of agreement shall be binding upon the respective parties upon the same terms and conditions as set forth in the preamble of the working agreement. However, it is mutually agreed that either party hereto shall have the right to notify the

other party to negotiate extension, change, or termination of Security Watches.

For the purpose of Security Watches a vessel shall be considered "In Port" at any time the vessel drops anchor or ties up to a dock in any safe port or harbor where the stay of the vessel exceeds 24 hours and port working rules contained in the above mentioned agreement shall apply.

Security Watches shall be maintained in all U. S. Continental, Island, Canal and Foreign ports.

The following rules shall govern respecting overtime payments to members of the Seafarer's International Union of North America required to remain aboard vessels in port (whether domestic or foreign) between the hours of 5 P.M. and 8 A.M. week days and on Saturday afternoons, Sundays and holidays for the purpose of vessel's security or for the standing of safety watches required by Federal Authorities.

Overtime shall be paid to all unlicensed crew members for all hours during which they are required to remain aboard the vessel by Federal Authorities, (in U. S. Ports or U. S. Controlled Ports) or by Foreign Government Authorities in other ports for the purpose of vessel's security or for the standing of safety watches from Saturday noon until 8 A.M. Monday morning and on holidays, except,

however, if the entire crew is required to stay aboard for military reasons or otherwise and are denied shore leave, then only the ones assigned to the security watch are entitled to pay.

When you are on Security Watches on Saturday afternoons and Sunday you are paid straight overtime from 12 noon Saturday until 8 a.m. Monday morning.

When you stand security watches on a straight holiday such as Armistice Day, Labor Day or any other holiday you receive straight overtime from midnight until midnight on that day. From 5 P.M. until midnight of the day preceding the holiday you receive \$3.00. From midnight until 8 A.M. in the morning the following day you receive \$3.00.

While on Security Watch it is understood that no work shall be done without the payment of overtime. However, if while on Security Watch you are called upon to do emergency work no overtime is payable for such work.

It is understood that while on security watch you are to be aboard the vessel subject to call, however, if you are required to be on deck or in the engine or fireroom overtime is payable straight through.

Time accumulated while on Security Watches when no work other than emergency work is performed shall not be counted as consecutive hours of work accrued under the meaning of Section—

of the General Rules, however, if you are called to work one or more hours, overtime is payable at the regular overtime rate in addition to the \$6.00 for security watch. If you are called upon to work from 5 P.M. to 8 A.M. in the morning you are entitled to straight overtime.

When vessel is loaded and ready for sea and is held at anchor or at the dock awaiting Naval or Military orders to sail in convoy, sea watches shall be set upon notification to the Master by the proper Federal authorities that the vessel is to proceed to sea within 24 hours. Overtime shall be paid for all such time on sea watches after 5 P.M. and before 8 A.M. week days and

Gets 'Shark-Repellent'

"Shark-repellent," a substance which drives away man-eating sharks is the latest scientific development to protect shipwrecked sailors and merchant seamen, the Navy said today.

The substance was developed by the Office of Scientific Research and Development and the Marine Studios, Inc., in Massachusetts, Florida and Ecuador. Its composition is secret, but it will be distributed soon to all personnel operating in shark-infested areas.

NO PROFITS IN THIS WAR?

The Atlantic Gulf & West Indies Steamship Lines has revealed that it made a greater profit for the first six months of 1943 than it did for the same period in 1942. Nor was the increase a piddling 10 or 15 percent—it was an increase of 540%!

The government may technically operate the ships (and kick the union seamen around), but the shipowners get the gravy.



CONGRESSMAN HITS VICTORY TAX LEVY

WASHINGTON, D. C.—"It is common knowledge that a heavy toll has been taken of our merchant vessels by submarines and air attack. The seamen face the gravest perils the enemy can contrive," Representative J. J. Capozzoli, New York, stated here last week, when introducing a bill advocating the exemption of merchant seamen serving in war zones from the Victory Tax, and from the collection of tax at the source of wages.

Mr. Capozzoli told the House that seamen should be exempted in recognition of the contribution they are already making to the war effort.

In spite of the fact that casualty rate in the merchant marine has been far greater than those in the armed forces to date in the war, he pointed out that they are still delivering the goods and munitions and essential supplies needed by the armed forces.

Therefore, the same consideration extended the members of the armed forces should be extended to merchant seamen, he told the house.

SEAFARER'S LOG

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OF NORTH AMERICA**
Atlantic and Gulf District

Affiliated with the American Federation of Labor

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May 15, 1943

Maritime War Emergency Board:

J. Flanagan, Agt., SIU Baltimore: Case of the crew of the Benjamin Harrison, who were repatriated on the USAT Shawnee and were required to work on the way home, is now in the hands of the Army for final decision. The Board has ruled that the men are entitled to wages but not double bonus. The Army has agreed to abide by the Board's decision. We will now see whether the Army is going to abide by the Board's decision or only certain of their decisions.

Louis Goffin, Patrolman, SIU, N. Y.; SS Kofresi was docked at Eastham. London was bombed. Board has ruled that the crew is entitled to an attack bonus.

J. Hawk, Sec.-Treas., SIU: SS Ironclad ran aground in Russia. Vessel was then towed to the dock. Vessel was government owned and was sold by the government to the Russian government. Crew was repatriated back to the U.S. and was not paid the monthly bonus. Board claims that the crew is not entitled to the monthly bonus as the ship was not torpedoed.

If the Board insists that there is no monthly bonus payable to crews who are repatriated from vessels that have not been torpedoed, we must then chuck the Board out the window and negotiate directly with the operators. When seamen are being repatriated back to the U.S. they are going through the same waters that other seamen are going through who receive a bonus. It is about time that the staff of the Board stop making decisions and then saying that the Board has decided the dispute.

We should demand a showdown from the Board and it is my idea that the whole group of agents that attend the agents' conference in New York, go to Washington and demand this showdown. If no satisfaction is given by the Board, then we should throw the Statement of Principles out the window as the Board violates it anytime it sees fit.

Fishermen:

Hearings were held on HR1766, May 13-14 and Pat McHugh testified in behalf of the Fishermen's division of the SIU and also for the AFL fishermen's Federal Unions. Under this bill the Bureau of Fisheries would be transferred to the Department of Agriculture and there is the possibility that the fishermen would lose social security benefits and the right to care and maintenance, also the right to sue under the Jones Act. The Union is opposed to this transfer.

I was unable to attend the hearing on the 2nd day due to the fact that I was attending a meeting with the OPA. They issued an order to the canneries operators that they could not pay the War Risk Insurance for fishermen. The Unions have a contract with the cannery operators wherein they have to pay the premiums on this insurance. Been advised that the OPA have changed their order.

Insurance

Congressman Schuyler Otis Bland, Chairman of the Committee

on Merchant Marine and Fisheries had introduced HR 2652. Under this bill, seamen would be entitled to \$100.00 per month for the rest of their life if they are permanently disabled in line of duty due to war risks or war-like activity. It also makes payments of \$100.00 per month to the beneficiaries of Merchant Seamen who are lost or killed through war risks or war-like activity. This is a step in the right direction to compensate seamen for the job that they are doing if they become disabled.

War Labor Board:

James F. Byrnes, Director of Economic stabilization has issued a policy directive clarifying and defining the basis for the WLB in making adjustments under the President's Hold the Line Order (9328) of April 8, 1943. This clarification may be of some assistance to the Union in getting some increases in the case that the Union now has before the War Labor Board. Although in this case (NEW ENGLAND SS COMPANY) the Board has ruled the four points of the Union out, we have a pretty good case for an appeal. The referee who handled the case used as his argument, figures that were submitted by the Wage and Hours Division of the Department of Labor and when this Department gave the figures to the WLB, they stated that the figures were unreliable and should not be used. The referee paid no attention to the advice that was given to the WLB by the Department of Labor and he used the figures and used them as the basis to refuse any increases.

Bureaucrats:

There are so many directives and bills on Legislation being introduced that it keeps me bow-legged humping around trying to get all the latest dope. It is a hell of a job trying to keep track on what's going on here. All the professors that are now holding down government jobs are trying to line themselves up into a permanent outfit for after the War. If these bozos are to continue to operate and issue directives after the War, the American working stiff won't have peanuts, let alone flop money and coffee and.

May 22, 1943

Maintenance Men:

Harry Lundeberg arrived here this week and the question of companies on the Pacific Coast carrying maintenance men was taken up with the WSA. The position taken by the WSA is that if it has been the custom of companies on the Pacific Coast to carry 6 AB, 3 OS, 1 Maintenance man or more, in addition to the Carpenter and bosun, the WSA will not interfere with this custom, regardless of whether the companies on the Atlantic Coast do not carry the same complement of men.

The question of shortage of foods was also taken up. The WSA has priorities on all foods, the merchant marine is in the same category of the Army and Navy regarding priorities on foods. It is important to contact the local WSA representative in the port wherein there are any complaints

regarding food shortage on ships. If no action is given by them immediately wire me here in Washington outlining the beef.

In the minutes of the headquarters of the SUP of May 17th it was reported that I had sent in a complaint on the crew of the S.S. Makua. There must have been a mistake made as I did not send in any complaint regarding this crew. Have been advised by Harry Lundeberg that the WSA sent in the complaint.

Fishermen:

The Fish Cannery Workers Union of the Pacific (SIU) have petitioned the Secretary of Labor for an exemption to executive order 9240. This order prohibits the payment of time and a half or double overtime for Saturday afternoons and Sundays, unless it is the seventh day. Harry Lundeberg and myself contacted representatives of the Department of Labor on this dispute and outlined the procedure of work practice in the cannery industry.

We were advised that the Cannery Workers Union, Local No. 5, (CIO) in San Francisco, also made a petition for the same request, it seems as though the CIO in San Francisco are being double crossed by a representative of their Washington International CIO maritime committee here, as they have notified the Department of Labor not to grant this exemption. Of course this is not a new thing for certain officials of the CIO to double cross the rank and file.

Victory Rally

The AFL held a Victory for Labor rally here on May 21, and Agent Flanagan of Baltimore had five SIU members who had been torpedoed presented at the rally. Two of the members were colored brothers who had been torpedoed more than one time each. They received a great ovation by the audience.

Captain John Mattson of the Masters Mates & Pilots, who made a trip into Batan in the Philippines at the time that MacArthur was putting up his last stand, was also presented. The Coast Farmer with Captain Mattson as Master, and manned by an SUP crew, brought supplies to the soldiers of General MacArthur, which enabled them to put up such a heroic fight and carry on until the bitter end.

Assistant Secretary of War Patterson, Paul V. McNutt, Chairman of the War Manpower Commission, Sergeant Smith of the Marine Corps who accounted for over two hundred men of Tojo's forces and is now blind, Sergeant Barney Ross of the Marine Corps, President Green, and other notables were there and spoke and praised the part that free labor is playing in this war.

It would have been a great joy to Andrew Furuseth to hear free labor praised for the splendid job that they are doing. Old Andy took up the fight to gain the freedom of all merchant seamen, to him the American Seamen owe their freedom.

In organizing the Sailors Union of the Pacific in 1885, his first job was to tackle the enormous job of freeing the seamen, and advocated
(Continued on Page 4)

Asks Legislation For Merchant Seaman Rehabilitation

The acute problem of rehabilitating merchant seamen who have been torpedoed and injured mentally or physically, was laid in Congress' lap this week when the Maritime War Emergency Board submitted a resolution calling for legislative action. The resolution asks Congress to establish competent agencies to deal with the problem on a scale necessitated by war casualties.

The resolution had the complete approval of the SIU-SUP and supplanted an earlier resolution which was knocked down by the unions. The SIU-SUP insisted that any new legislation enacted by Congress should not take away any benefits already enjoyed by the seamen. The final form of the MWEB request includes this point.

The text of the resolution follows:

MARITIME WAR EMERGENCY BOARD April 23, 1943

WHEREAS, the seamen of the American Merchant Marine have manned United States flag vessels engaged in the transportation of planes, guns, tanks, munitions of war and food to the armed forces and peoples of the United Nations with bravery and distinction; and

WHEREAS, the seamen of the American Merchant Marine have suffered in the performance of such duties casualties and disabilities proportionately greater than casualties and disabilities suffered by any one branch of the armed forces and

WHEREAS, certain of these seamen have incurred total disability which prevents them for the remainder of their natural lives from obtaining useful employment in the shipping industry, either afloat or ashore; and

WHEREAS, certain of these

seamen have incurred partial disability which prevents the continuance of their former employment in the shipping industry;

WHEREAS, the insurance benefits specified by the Maritime War Emergency Board in the Second Seamen's War Risk Policy are limited to a payment for a period of 75 months for total disability and lesser payments for partial disability;

WHEREAS, parties signatory to the Statement of Principles have stated from time to time that provisions should be made for compensation and rehabilitation of such seamen;

RESOLVED, that the Board direct the Chairman to call to the attention of Congress the need for

(Continued on Page 4)

WSA TO OPERATE NAVY SHIP PRIZES

Under the terms of an agreement recently signed by the War Shipping Administration and the Navy Department, merchant ship prizes captured by the Navy will be turned over to the WSA for operation, it was learned here yesterday.

The agreement affects all maritime prizes of war "when such prizes are brought into ports within the jurisdiction of the United States, or ports within the jurisdiction of co-belligerent nations, where such co-belligerent nations have consented to the exercise of such jurisdiction over the prize by the United States."

WHAT'S DOING

Around the Ports

PORT EVERGLADES

I still think that it depends on which side of the fence you are on. According to my understanding of Abraham Lincoln's Gettysburg address, all men were created equal. Therefore, one man has the same rights and privileges as another. According to the local press there is a difference in the rights of the citizens, determined by their color. If they are white and members of the Chamber of Commerce, they can get away with almost anything. If they are white and members of organized labor, they are considered as members of the Nazi Gestapo. On the other hand if they are colored, that is to say Negroes, they are a combination of the Gestapo, Sons of the Rising Sun and Internal Disrupters all rolled into one.

We base these contentions on the latest effort of the local Port Authorities to exert dictatorial powers over the longshoremen in this area. The longshoremen went out on strike, or to be fair to them they failed to report for work. After our members were asked to do longshoremen's work I looked into the case and found that the colored longshoremen were out on strike because one of their members was fired, without apparent cause. The facts of the case were that one of the longshoremen was handling 300 pound sacks of sugar by himself, and some of them fell off of the truck that was carrying them from the dock to the warehouse. According to the orders of the boss, the longshoreman should have loaded the sacks that fell off, back on the truck by himself. Any man that knows how cargo is handled, knows that this is unfair. The outcome of this was that the longshoreman was fired. The remainder of the longshoremen went out on strike (more power to them).

The local press carried a story that the Negroes in the port were holding up the shipment of war materials, and if they didn't go back to work the local Sheriff would round up all of the Negroes in town and offer them the choice of going to work in the Port as longshoremen or going to jail as vagrants.

If this isn't slavery, then I don't know what is. The order amounts to slave labor of, the same variety that our armed forces are fighting to stamp out.

It is time that the Constitution of the United States is enforced. The vagrancy order is strictly unconstitutional. But it has remained on the books because of the influence of the rotten policies of the Chamber of Commerce in this town.

Here is another case of a dictatorship in what we are led to believe is a democratic country. The following notice appeared on the bulletin board of the S.S. Seatrain, New Orleans. "ALL OFFICERS AND CREW OF THE S.S. SEATRIN NEW ORLEANS MUST ATTEND A VERY IMPORTANT LECTURE AND MOTION PICTURE CONDUCTED BY THE U.S. NAVY WHICH WILL BE GIVEN BY LIEUT. COMMANDER CHAPIN, FORT LAUDERDALE, FLORIDA. 3:00 P.M. TUESDAY, MAY 4th, 1943. LIBERTY WILL EXPIRE 2:45 P.M. TUESDAY, MAY 4th, 1943. MEMBERS OF THE CREW

WHO FAIL TO APPEAR WILL BE SEVERLY DEALT WITH."

Just to be sure that there is no exaggeration in this I am enclosing the original notice, which I took down from the bulletin board. Needless to say, the crew was up on their hind legs when they saw this notice, and they were justly so.

If any crew ever had a right to walk off of a ship these men did. Of course, this was not the fault of the Company, therefore I took the case up with Chappdelane and the Vice President Mr. Donald Smith. They were both very much surprised to learn that the Captain thought he could get away with such an order, and they required the Master to have the notice removed from the board. The sailing board was changed to the usual time and everybody was happy again.

J. K. SHAUGHNESSY,
Agent.

NEW YORK

Beefs come and beefs go and the harrassed pie-cards go on forever—trying both successfully and unsuccessfully to solve them.

A Calmar ship hits port after having shipped a crew from one or another of the southern ports. Book members were not available so the ship is filled with raw, fresh, and by this time, somewhat dilapidated graduates of the Maritime Commission school. They know little or nothing about the union. Aboard the ship are legitimate beefs, beefs that could be easily settled if the few old timers aboard had taken the trouble to list the facts and have the data ready for the patrolman, but no one took the trouble and a bunch of new members are as a result, a little confused about it all.

The North Africa bonus question is a headache. One ship comes in minus her barrage balloons which were shot down in an attack. The port was bombed, shore batteries and ships guns were in action against the enemy but somehow or other the Master of the ship failed to make the log and the facts correspond—hence a series of letters to Washington, to the company, to the various local agencies of the government. Of

SEAMEN FIGHT CANADIAN WAGE CHISELING

MONTREAL, Can., May 12—Dissatisfied over the "juggling" of war bonuses and overtime rates, crewmen of several ocean-going vessels operated for the Canadian government by four shipping companies are refusing to go to sea.

Overtime rates being paid by these shipping companies are lower than those set by the war-time seamen's pool, Harry Davis, secretary of the Canadian Seamen union, said.

The war-time seamen's pool is the government-operated agency which pays seamen while they are waiting to berth on a ship. The men are also dissatisfied, Davis said, because the companies are offering young men under 21 years of age only 50 per cent of the wage rate set by the pool. Seamen over 21 years get the full bonus.

course the bonus will be paid but in the meantime the crew is scattered from hell to breakfast without even realizing the trouble, work and effort that is being expended to get the one hundred and twenty-five bucks for them.

Rome wasn't built in a day and in these days of red tape, overlapping governmental agencies and hush-hush, beefs are not settled in a day.

The union provides for ship delegates in order that this work of settling beefs may be facilitated. Good ship delegates can have beefs prepared so that each individual case won't be the Agent's headache, so that the beefs can be settled rapidly and collectively. This is the way to do things, the union way.

Agreements have been altered, amended and subjected to so many government regulations that the patrolman, agent and office force have to maneuver like a Philadelphia lawyer to prove any point. Bear in mind that on each beef there are a number of interpretations.

A member of the union cracks up under the strain and is put in an English hospital. While he is out of his mind the Captain pays him off. He is returned to the U.S.A. and is shuttled from hospital to hospital ending up in a State mental institution. His mother depends upon him for support and is unable to collect his wages or any compensation. The union must take this up and this means dozens of telephone calls and letters.

Duke Dushane inherits the major beefs in Washington and is doing a fine job. But the main thing is that the whole organization from the newest member to the highest official, must work as one to make the entire apparatus function smoothly. It is the members' union and the members' job to keep it running.

JOE VOLPIAN,
Patrolman

KAISER IS CLEARED IN NLRB COMPLAINT

PORTLAND, Ore., April 18—Robert N. Denham, trial examiner for the National Labor Relations Board, yesterday dismissed a section of the NLRB complaint against Henry J. Kaiser.

Kaiser attorneys had moved dismissal of the charge that the Kaiser companies aided AFL unions to organize Kaiser workmen to the exclusion of the CIO and Denham granted the request.

The ruling is expected to shorten by several weeks the NLRB inquiry into CIO charges that three Kaiser shipyards signed purportedly illegal closed shop agreements with the AFL.

"I am unable to find that the board has made any showing that the respondents have engaged in any unfair labor practices that have assisted the AFL unions in establishing themselves in the yards," Denham ruled.

The principal question remaining to be decided is whether there were appropriate units of AFL workmen in the yards when the closed shop agreements were signed.

Editor's Mail Bag

(The following letter was sent to Secretary-Treasurer John Hawk by Brother Monteverde who was sunk and is now a prisoner of war in Germany. Even though this brother is a prisoner of war, he is vitally concerned over his union and how it is functioning. All former shipmates should drop him a line. Remember all letters will be rigidly censored, so be careful what you write.)

March 25, 1943

Dear Brother Hawk:

This is to let you know that I was a member of the crew of the S.S. (.....) which was torpedoed July 1942. I was taken prisoner on the 28th of July and am now in a prison camp for merchant seamen. The S.S. (.....) was a Matson line tub. So if there is any change in the SUP agreement I would like to know.

At present there are 2 other members of our union here. We would like any information regards to wages and bonus you may be able to send. My book number is Atlantic 516.

Hoping to hear from you soon, and wishing all the best of luck, I remain,

John Monteverde
Prisoner No. 2998
Marlag und Milag Nord
Germany

Somewhere in Australia
April 16, 1943

Editor, Seafarers' Log
Dear Sir and Brother:

Thanks a lot for those copies of the Log which are still coming to me, although they may be several months old by the time they reach me. However, that makes it all the more worth waiting for, especially when the news strikes so close to home for me.

The other sailors here like it a lot, too, and there's always a scramble to see who's next on the line. Please keep them coming and I hope that you will note my new address so that possibly they may arrive here sooner.

I'm glad to see that we retained most of our experienced officers in the last election and we'll need them with the WSA cracking down with phoney excuses.

Give my regards to the gang at the hall and when the end of the month rolls around to payday and the money orders can be sent, you can expect something from me again for the strike fund.

Yours,
Sgt. Dimitre J. Kergis
No. 21070 (retired)

MONEY DUE

Steward's Department of S.S. West Gatomska have division of wages due. Collect Mississippi Line, New Orleans. * * *

Crew of S.S. Kofresi have attack bonus coming from Waterman Line, 19 Rector St., N.Y.C. * * *

Stewards Department of S.S. Josiah Bartlett have overtime money due. Collect Eastern Steamship Company, Pier 25, North River, New York. * * *

Crew of John Davenport have \$125 port attack bonus due. Collect at Eastern S.S. Company, Pier 25, North River, N.Y.C. * * *

Crew of S.S. Beauregard have Russian bonus money due from Amtorg Co., 210 Madison Ave., N.Y.C. * * *

Crew of S.S. Jean have 12 hours overtime coming. Collect at Bull Line, 115 Broad St., N.Y.C. * * *

Crew of S.S. William Moultrie who paid off April 2, 1943, have overtime money due. Collect at Robin Line Office, 39 Cortland St., New York City. * * *

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 Henlopen, 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. * * *

Meal money for Stewards Dept. on Richard Henry Lee, being paid by Calmar Line, 25 Broadway, N.Y.C. * * *

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

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. * * *

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.

ATLANTIC AND GULF SHIPPING FOR MAY 3 TO MAY 15				
DECK ENGINE STEWARD TOTAL				
SHIPPED	306	285	279	870
REGISTERED	290	301	150	741
ON HAND	200	170	160	530

REPORT FROM

Washington

(Continued from Page 3)

the Brotherhood of the Sea. Through the efforts and bitter fight of old Andy the McGuire Act was the first step in the liberation of the American seamen from chattel slavery. The next great step and the final complete liberation of the American seamen was the La Follette Seamen's Act. Under this act the American seamen were then freed from bondage and raised to the equal level of other American citizens. American seamen today are the only free men sailing the seas who are not subject to chattel contracts, they owe their freedom to the old man of the seas, Andrew Furuseth, rightly known as the Abraham Lincoln of the seas. The instrument that this great benefactor of the American seamen used in accomplishing this great and stupendous task, was the SAILORS UNION OF THE PACIFIC.

Andrew Furuseth lived to see the day that American seamen sailed on American vessels as free men, he did not live to see the day of the Brotherhood of the Seas where all the seamen of the world would have enjoyed equally the rights of free men as now fully enjoyed by the American seamen only. His last wish was that his ashes be scat-

tered over the waves of the seas that he so fully loved.

American ships built by free American labor are now carrying material that was produced by free American labor, are now plowing the seas whose bosom now hold the ashes of the great emancipator.

These American ships are manned by free American seamen, and are delivering supplies to the armed forces of the United Nations in their fight to uphold the ideals of all freedom loving people.

This is the answer of the American seamen in showing their appreciation for the faith and confidence bestowed upon them by the Senators and the Congressmen of these United States, for the enactment of the "LaFollette Seamen's Act" which had stricken the last fetter in the chain of chattel slavery and human bondage of the American seamen.

We now carry on in the spirit of the immortal words of Andrew Furuseth: "UPON THESE SHORES, WAS THE CRADLE OF FREEDOM MADE, AS SYMBOLIZED IN THE GREATEST HUMAN DOCUMENT EVER CONCEIVED BY MAN—THE PREAMBLE AND THE CONSTITUTION OF THE UNITED STATES."

Security Watch Agreements

Personals

R. THOMPSON, No. 2973
See Patrolman Claude Fisher next time you are in New York.

GLEN W. GALLATIN
Contact draft board No. 64 in Fall River, Mass.

WILL HERBERT LAWSON,
JOSEPH GIER
Get in touch with Warren C. Francis about an accident aboard the Robin Tuxford, Aug. 6, 1942, in Suez Canal.

JAMES ROGERS
Your passport has been found and turned into headquarters office in New York.

MICHAEL J. KAVANAUGH
Your book is in Room 213, 2 Stone Street, New York City.

EMIL KATRENICH
Get in touch with Richard Cantor, 51 Chambers St., New York City.

In Memory of
Brother
Samuel A. Rennas, O.S.
1913 - 1943
Died in Boston Hospital
on May 13, 1943.

(Continued from Page 1)
on Saturday afternoons, Sundays and holidays in excess of 24 hours before actual sailing time. However, the 24 hours to be subject to being extended for an additional time if the vessel is held by Federal authorities.

When it is required that members of unlicensed personnel be aboard at night from 5 P.M. to 8 A.M. week days for the purpose of standing security watches he shall receive \$6.00 per night. If called upon to do work overtime according to the Working Agreement shall be paid for the period worked in addition to the \$6.00. The Security Watch may be required to work during such hours between 5 P.M. and 8 A.M. The total compensation for one night shall not exceed the equivalent of 15 hours overtime.

The foregoing provision does not

apply to Deck crew members required to stand gang-way watches as per the Deck Department working rules contained in the Agreement between the Company and the Union.

Not less than three members of the Deck Department shall be required for a Security Watch.

In addition to the Fireman and/or Watertender standing Donkey Watch the Security Watch shall consist of not less than one oiler where only two unlicensed men are required to stand a regular sea watch, however, where three men are required for a regular sea watch both the Oiler, The Watertender and/or Fireman not on Donkey Watch shall be required for a security watch.

Upon approval of the War Shipping Administration this Supplementary Agreement shall be effective May 12, 1943.

Asks Legislation For Merchant Seaman Rehabilitation

(Continued from Page 2)
legislation which will provide to seamen disabled in the war effort disability benefits for the natural lives of such seamen or during the period of such disability, such benefits to be in addition to any and all benefits to which merchant seamen are at present entitled by reason of existing legislation, and the general maritime laws.

FURTHER RESOLVED, that the Board instruct the Chairman to call to the attention of Congress the desirability of the Federal Government providing vocational rehabilitation and rehabilitation services, including any service necessary to make such disabled seamen fit to engage in a remunerative occupation including physical restoration and physical and occupational therapy, training, allowances for support and main-

tenance during training, assistance in securing employment, and other appropriate services.

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

MARITIME WAR
EMERGENCY BOARD

(Signed)
Edward Macauley, Chairman
John R. Steelman
Frank P. Graham

Practical Suggestions For Liberty Ships

Each item listed deals with a safety factor for the jobs to be done.

1. When booms are to be raised from the cradles it is safer to lead pennant from bull rope or chain, through the snatch block through the boom heel block to the winch drum. OR

Use runner from the drum thru the heel block, thru the snatch block, and shackle runner to the bull rope or attached chain. When topped, shackle to deck.

Using either style puts the entire operation in the hands of the man running the winch. When boom is high enough the runner is drawn through the gin block with a heaving line.

Either of above styles is much safer than pennant to niggerhead because the leads are out of line

Union Reorganized By French Sailors

Organization of an American section of the French Seamen's Union with headquarters in New York, and authorization to negotiate with Allied authorities and French shipowners for a collective bargaining agreement on wages and working conditions was announced over the week-end by the International Transport Workers Federation.

Nearly 300 members of the crews of various French merchant vessels proceeding from North African ports, and at present in the United States, have elected an executive committee representing Deck, Blackgang and Steward departments in the ships to seek arrangements "in keeping with the agreements of the seafarers of other allied nations."

and the turns pile up with a chance of slipping off and possible fouling of the job, cracking boom or injuring one or more men.

2. Once booms are topped and it becomes necessary to raise or lower booms, the operation can be simplified by using runner from opposite boom — by leading it down through snatch block and shackled to bull rope or chain of boom to be handled.

3. Frequently it becomes necessary to raise booms to a position close to forward or after end of hatch. Especially No. 3 and 5 gears. Ordinarily when bull ropes are shackled two blocks to the link on deck, the booms are not high enough.

To avoid other means of raising booms higher, the following will do the job:

Place snatch block in bottom shackle of shroud turnbuckle and use pennant or runner as explained in No. 1 item. When high enough then shackle chain to shackle at bottom of shroud turnbuckle. To raise or lower the booms—as outlined in No. 2.

4. There is no uniform style as to inboard guys for each boom or a 'midship guy between two booms.

The 'midship guys are handier and booms can be handled more easily. Lead block for 'midship guy can be shackled to link on crosstrees or lower on the mast by utilizing a sling or strop for block.

5. When necessary to stand booms up against the mast, because of high deck cargo, they can be raised to the crosstrees more easily and safely by using runner from

head of boom and shackling it into link on side of table.

No. 1 and 2—4 and 5 gears for point illustration: No. 1—runners shackled into link on after part of crosstrees, No. 2 shackled in link on forward part of crosstrees.

By that method there is a better lead and less strain as booms are raised. When bull ropes are used there is practically the full weight of the steam on the head of the boom because the boom stands high above the crosstrees when straight up and down. And then the boom must be muscled in because it will be away from the crosstrees the distance of the link and shackle holding the block through which the bull rope is reaved.

Using the runners puts the booms right up against the crosstrees thus avoiding the chances of someone stepping off the table in reaching for a boom raised in the other manner.

The port or starboard booms can be lashed in pairs from the crosstree table, with 4 or 5 turns of manila. A short strop around each boom with a small turnbuckle between the strops will securely hold the booms in place.

6. Have temporary wooden ladders built for the bos'n and carpenter shops up for'd. The wooden ladder to lead down into the shops at an angle so that crew members can more safely go up or down. Temporarily secured the ladders can be moved out of the way when bulky gear is to be lowered into or taken out of the shops.

The present ladders are straight up and down and UNSAFE.

Seafarers' Log-

HONOR ROLL

CREW S.S. DELRIO	\$125.00
CREW OF S.S. DELSUD	40.00
PHILADELPHIA	25.00
S. FRIEDMAN	20.00
CREW OF S.S. JOSEPH HEWES	15.00
J. PARKER	14.00
CREW OF S.S. WALTER E. RANGER	12.62
CREW S.S. RICHARD BASSETT	12.50
CREW S. S. ROBIN GRAY	12.00
CREW S.S. ALCOA TRADER	11.00
TED NAROVAS	10.00
F. MILLER	10.00
T. NARVARAS	10.00
J. NAYLOR	10.00
J. BOREL	10.00
CREW OF S.S. CITY OF ST. LOUIS	8.11
CREW S.S. MONROE	8.00
ANTHONY GUZORSKI	8.00
T. J. JOHNSON	8.00
CREW S.S. CUBORE	5.00
ED. PETERSON	5.00
J. E. NAYLOR	5.00
HENRY RUNGE	2.50
E. LABADIE	2.00
E. E. FLETCHER	2.00
C. F. EVERHARDT	1.00

\$391.73