

**SECURITY
IN
UNITY**

SEAFARERS Log

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



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No. 9

ITF Talks Pave Way For World Unity

All Seafarers Must Unite Says President Lundeborg At Meeting

NEW YORK, N. Y., April 24—"The foreign seamen's unions must fight to bring their living standards, wages and conditions to those of the American seamen," Harry Lundeborg, President of the SIU and Sec'y-Treasurer of the Sailors Union of the Pacific, declared in a report here tonight. Brother Lundeborg gave a highly interesting report of the International Labor Organization Conference convened in Philadelphia last week, and a report of a succeeding meeting of all the delegates from the foreign unions with representatives of the SUP-SIU.

The latter meeting was held under the auspices of the International Transport Workers Federation, held Sunday at the ITF headquarters, 5 Beekman Street, New York City.

Also attending the ILO Conference for the AFL seamen were "Whitey" Hawk, and Morris Weisberger, SIU Vice-Presidents, and Mathew Dushane, Wash-

ington representative.

"An informal session was held between the American seamen's delegation and the seamen's delegates from the Transport Workers from countries all over the world to the ILO Conference," Brother Lundeborg reported. "The various problems facing the seamen after the war were discussed, and after this preliminary conference a definite date was set to hold the meeting under the auspices of the ITF in New York."

"This meeting was called at the request of the American Seamen's delegates and took place Sunday, April 23," President Lundeborg said.

"In the meeting there were representatives from the following countries: The U.S.A., represented by the SIU, (AFL), Great Britain, Holland, Belgium, Norway, Sweden, Denmark, Greece, Yugoslavia, China and India."

Problems Discussed

He then told of the various problems that were discussed throughout the day.

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Dushane Exposes Port Hazards To Seamen In Bonus Beef Letter

WASHINGTON, D. C., April 25—In a strongly worded letter to Shell-and-Pea-Game Macauley of the Maritime War Emergency Board, M. Dushane, Washington representative of the SUP-SIU, carried forward the Union's campaign to have the MWEB rescind its recent decision cutting the bonuses and installing a so-called "Vessel Attack Bonus."

The letter pointed out the constant hazard that the seamen are subjected to while in ports of the War Zones, for which the MWEB's latest steal from the

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Above, left to right: J. H. Oldenbroek, Harry Lundeborg, and Chu Hsueh-Fan in an informal picture at the ITF Conference. Picture on opposite side of page shows Peter Spyridakos and Nick Margaritis, Federation of Greek Maritime Unions' delegates caucusing as they enter the ITF Conference.



Delegates at work at the ITF Conference. Reading left to right around the table: Einar Johansen, U. S. Representative of Norwegian Seamen's Union; John Hawk, Vice President of Seafarers International Union, (AFL) Sec'y-Treasurer, Atlantic & Gulf District; Aftab Ali, President of Indians Seamen's Union; W. Dorchain, U. S. Representative of Belgian Seamen's Union; Cesar Milos and Marjan Jelacic, U. S. Representatives of Yugoslav Seamen's Union; J. H. Oldenbroek, Acting General Sec'y of International Transport Workers Federation (ITF), Chairman of the Contact Committee of Organizations of Employees of the Netherlands Merchant Navy, Workers' Delegate to the ILO; George Thompson, (standing), Special Organizer for the British National Union of Seamen; Morris Weisberger, Vice-President, SIU, SUP Agent of New York; Chu Hsueh-Fan, President of the Chinese Association of Labor, Workers' Delegate to the ILO; Harry Lundeborg, President of Seafarers International Union of N.A., and Sec'y-Treas. of Sailors' Union of the Pacific; Maritime Labor Advisor to Robert J. Watt, U. S. Workers' Delegate to ILO; Fred B. Clausen, District Secretary, Danish Seamen's Union; Ernst Raberg, (foreground) U. S. Representative of Swedish Seamen's Union. Portrait on table near M. Weisberger is of the late Edo Fimmen, during his life General-Sec'y of the ITF and world renowned as the "Father of All Seamen" in Europe.

NEW ORLEANS

CONVENTION REPORT

REPORT FROM SEAMEN'S DELEGATES TO THE SECOND CONVENTION OF THE SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Brothers:

The second convention of the International started in New Orleans March 28 and continued up to and including April 1. Present at the convention were delegates from the various affiliated unions of the International, on a nation-wide scale; also two fraternal delegates from the Canadian Seamen's Union. There were delegates from the Atlantic & Gulf SIU Seamen's Union; from the Great Lakes; from the Pacific Coast; and Fishermen & Fish Cannery Workers' delegates from Boston, the Gulf ports, Florida, California and Washington. Due to wartime conditions, the difficulties of transportation, etc., the convention was limited in delegates. However, lots of work was done affecting seamen and fishermen and fish cannery workers, and the various delegates from all over the country had a good chance to get together and exchange their views and discuss their various mutual troubles. They were also able to coordinate their efforts on a nation-wide scale so that any question affecting seamen, fishermen or fish cannery workers in the future will be handled jointly on a coordinated basis.

The following action was taken:

War Bonus

One of the first orders of business was the question of how to fight the Maritime War Emergency Board's recent decision of cutting down the bonus for seamen, the stab in the back by the Powers-who-be, in Washington, who on one hand praise the seamen as heroes and on the other hand do everything possible to break down the conditions and cut the wages. The convention drew up a resolution condemning the Maritime War Emergency Board and demanding the removal of Captain Macauley as head of the Maritime War Emergency Board; also went on record asking that all American Federation of Labor—label councils and state bodies help the seamen in the fight against the Maritime War Emergency Board by backing us up in this fight. The convention also asked President Green of the American Federation of Labor to intervene in our behalf. As a result of this action, the Maritime War Emergency Board now has agreed to hold another meeting on April 12. We will be represented at that meeting by Morris Weisberger, Duke Dushane, John Hawk and delegates of seamen from the Atlantic and Gulf Coasts, who have been torpedoed and who have gone through a lot of nerve-racking experiences as a result of the war. Whether this dictatorial board, headed by Captain Macauley, will change the bonus, remains to be seen. However, we have done everything in our power to attempt to change the decision of this phoney board. The Seafarers' International Union and its affiliates, the Sailors' Union of the Pacific, the SIU of the Pacific, the Atlantic and Gulf SIU and the Great Lakes, as usual, are heading the fight.

The delegates felt that there is no doubt that Captain Macauley had held private meetings with some of the other unions in the seamen's field, and made a deal with them in regard to this cut, and that these people were well aware of what was coming up. Consequently, they have laid low in regard to fighting this bonus reduction.

Marine Hospital

The convention went on record requesting Surgeon General Parran and President Roosevelt to establish a rule to the effect that seamen, who have been sailing three years in peace time or one year during war time, will be allowed to use the facilities of the Marine Hospitals for the rest of their lives. This will be pushed by our representatives in Washington through friendly Congressmen and through the American Federation of Labor in order to get that established.

At the present time there are hundreds of merchant seamen walking the streets, who can't get into marine hospitals because the United States Public Health Service applies a 60-day rule to the merchant seamen. Many of those seamen today are suffering from shell shock and various nervous ailments, brought on through enemy attacks and continuous strains undergone through sea voyages during war time. Consequently, the convention felt that it is our duty to attempt to establish something to take care of the seamen who have suffered as a result of this, after the war is over when everything will be forgotten. The con-

vention also asked that the Marine Hospitals be open to the relatives of merchant seamen, the same as now is in effect for the Coast Guard and others.

Wartime Service

The convention drew up a resolution and instructed the officers of the International to draw up an appropriate bill to be introduced by friendly Senators and Congressmen to be enacted by law, giving seamen wartime service discharges.

The reason for this is that at the present time there is a move on in Congress and throughout the nation to give discharged war veterans a preference on all government contracted and subsidized jobs in addition to Civil Service, and inasmuch as the Merchant Marine has been and will be subsidized by the government after the war and in order to protect the seamen, it is only fair that the seamen should also be classed as war veterans, and they should not be put in a position to be shoved out of their jobs by discharged Army and Navy veterans.

The American merchant seamen have, in our opinion, rendered their country first class service, and the service of the Merchant Marine has been classed by high ranking military authorities as combat service. We feel that Congress today would pass a law giving the merchant seamen a wartime service discharge.

Foreign Seamen's Citizenship

The convention went on record instructing its officials to draw up a bill for introduction in Congress and the Senate, to be enacted into law, giving foreign-born merchant seamen who sailed on American ships for a year or more during the war full citizenship papers.

There are today thousands of foreign seamen sailing in American unionized ships out of union halls, who can not become citizens due to technicalities in the immigration law. When the war is over, no doubt, these men will be subject to deportation, and the convention felt that it was their duty to help these men get their citizenship papers. Inasmuch as a foreigner today, who is not a citizen, after having been in the Army or Navy for three months is granted full citizenship papers, there is no reason why merchant seamen for a year in American ships, or more, during the war, should not be granted the same privilege.

U. S. Steamboat Inspection Service

The convention went on record to fight a bill that is at present pending in Congress, which has for its purpose to put the United States Steamboat Inspection Service, the Shipping Commissioners, under full Coast Guard authority. In other words, it would be made part of the Coast Guard.

At the present time, the Coast Guard is in charge of this bureau only as a wartime measure. Six months after the war is over, the Coast Guard's authority in this field will cease. Now, a bill is drawn up to make it a permanent situation. There are several reasons the merchant seamen do not want the Coast Guard to be in charge of the Steamboat Inspection and of the Shipping Commissioners. The Coast Guard is a military institution, and has charge of our seamen's papers, but the American merchant seamen always favored remaining in a civilian status. Should the Coast Guard be in complete charge of our seamen's papers and the various details handling merchant seamen, it will establish a precedent which will result in losing the civilian status of the merchant seamen, and it would only be a short while before the Merchant Marine would be classified as a military service.

Although we have nothing against the Coast Guard, in their proper functions, we do think that this move attempting to put us under the Coast Guard, is beyond their jurisdiction. Therefore, the convention instructed their officials, Washington representative and the American Federation of Labor, that they were opposed to the Coast Guard's taking over the functions of the United States Steamboat Inspection Service and the Shipping Commissioners after the war.

Conciliation Service

The convention went on record to petition Madam Perkins and Dr. Steelman to establish a specialized seagoing unit of the Department of Conciliation, where the seamen could go with their grievances. It was felt that the Department of Labor is the most friendly department in Washington towards labor, and it is considered the labor department in Congress. Instead of our having to deal with all other government bureaus whenever we have trouble, it is felt that this is strictly within the jurisdiction only of the Department of Labor to handle our disputes if we so desire, and none else.

We are opposed to having the War Labor Board, the War Shipping Administration, and various panels throughout the country meddling in seamen's affairs. This setup, which we asked Madam Perkins to establish, will function as mediators in any disputes between the ship operators and unions, which can not be settled. It is strictly mediation conciliation and not arbitration. We felt this would benefit the seamen. Today everybody in the country want to handle seamen's disputes, so we don't know where we are.

War Bonds

The convention went on record to recommend to the various unions to encourage their members to buy as many War Bonds as possible for two reasons—to help our Country out during the war, and also while shipping is good and there is no unemployment—our members should set aside as much as they possibly can afford during the war so that they will have something to fall back on after the war when we might be faced with the possibility of having to fight for the very existence of the conditions of our unions, and all that we have gained in the last few years.

Other Seagoing Unions

The question of relations between the Seafarers' International Union and other American Federation of Labor unions in the seamen's field, such as the Master Mates and Pilots and the Radio Officers, were discussed thoroughly. It was felt that in order for the American Seamen to properly protect themselves in the tough days ahead against the Shipowners combined, and the War Shipping Administration and various phoney bureaus, that the seamen should get closer together, and inasmuch as the Seafarers' International Union of North America has a wide scope and jurisdiction in the charter granted by the American Federation of Labor, the convention felt that we should approach the Master Mates & Pilots and the Radio Officers' Union, A. F. of L., in a friendly manner with the suggestion in mind that they become affiliated as autonomous unions with the Seafarers' International Union of North America. We believe that that would be a very wise move and would not only strengthen the Master Mates & Pilots and the Radio Operators. They would, under this proposed setup, retain their own jurisdiction, their own local autonomy and their own officers. On the other hand, in enterprises affecting their members and our members, we would work jointly and it would be a mutual benefit to all concerned.

The Foreign Seamen's Unions Relation To the American Seamen's Unions

It was discussed very thoroughly, by the various delegates, that we must reach an understanding and work closely with the Seamen's unions of the other countries, remembering what happened after the last war. The American ships were laid up on the excuse of the Ship Operators that they could not compete with foreign operators on account of having to pay higher wages. We know that that was a phoney excuse, but nevertheless, in order to protect ourselves, we must work and cooperate with the foreign seamen's unions in order to protect our conditions because there is no doubt but that some of these dreamers who want to reconstruct and replan the conditions on the international scale, are already figuring to cut the American Seamen's wages and conditions to conform with the European seamen's conditions and wages. That is something on which they will get support from the Shipowners, and possibly from the public. However, should we get into trouble, when the war is over, about our wages and conditions, then it will be well that we have a perfect understanding with other union seamen, so that they will not be used to break our conditions, and vice versa.

With these thoughts in mind, the convention went on record instructing the President, at the earliest opportune moment, to meet together with representatives from our Union and representatives from the IFF, which speaks for the foreign seamen's unions, to discuss mutual relations in the post war era.

American Seamen

It was felt by the convention's delegates representing the various seamen's unions, that in view of the fact that so many enemies of organized A. F. of L. seamen's unions, are in the field attempting to destroy us, attempting to cut our wages and lower our conditions, that we must protect ourselves on a nation-wide scale, and that is one of the reasons that we are affiliated under the same banner, namely the Seafarers' Interna-

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NEW ORLEANS

CONVENTION RESOLUTIONS

Re: War Service Discharges
For American Merchant
Seamen

RESOLUTION:

WHEREAS, the American merchant seaman have rendered invaluable and heroic services during the war, — which is their duty, and

WHEREAS, the merchant seamen are not asking for any medals but realizing the war situation, and incidents which may arise where they will be discriminated against in favor of discharged war veterans, which is already apparent in this country, and legislation is already being prepared and introduced to give war vets preference on all Government contracted and subsidized jobs, in addition to civil service, and

WHEREAS, the merchant marine has been and will be subsidized by the Government after the war, and

WHEREAS, the services which the American merchant seamen have rendered their country in war time has been classed by high-ranking military authorities as "combat service" and the merchant seamen have suffered tremendous casualties, **NOW THEREFORE, BE IT**

RESOLVED: That the President of our International take steps to draw up a bill for introduction in Congress by favorable Congressmen and Senators to give the merchant seamen who have actually sailed during the war, a war service discharge, classifying them as veterans.

* * *

More War Bonds Investment
For Merchant Seamen

RESOLUTION:

WHEREAS, our country is now involved in a great conflict with the enemies of our form of government, and

WHEREAS, among the many liberties destroyed in enemy countries was the right of the workers to organize and

WHEREAS, only a successful prosecution of this war can protect these liberties, and

WHEREAS, members of the Seafarers' International Union of North America, more than any other group of our people, are directly involved in and know the tremendous task of prosecution of this war, and

WHEREAS, many members of the Seafarers International Union of North America are known dead, are missing or are prisoners of war, **NOW THEREFOR BE IT**

RESOLVED: That this convention go on record to further aid the prosecution of this war be endorsed and resolve that we urge the membership of our Union to invest a greater share of their earnings in War Bonds and Stamps.

* * *

Maritime Unit: U. S.
Conciliation Service

RESOLUTION:

WHEREAS, the world struggle of the United Nations against the Axis forces of destruction in the first instance is one of transportation and supply, and

WHEREAS, the American Merchant Marine, through the efforts of the seafaring crafts, is manned by gallant crews and now on the way to winning the wartime transportation battle of the seas, and

WHEREAS, the American Merchant Marine must be permitted to go full speed ahead into all corners of the globe after the fighting stops and not fall into the peacetime decay that followed World War I, and

WHEREAS, neither the final winning of the wartime transportation battle of the seas nor the adjustment and building of an adequate peacetime American Merchant Marine is possible without the maintenance of successful ship-operator and seafaring union relations, **NOW, THEREFORE, BE IT**

RESOLVED: That the Secretary of Labor and the Director of Conciliation Service shall cause to be immediately established a specialized Seagoing Unit of key conciliators within the U. S. Conciliation Service to afford the good offices of that Department and the service, when necessary, to the ship-operators and the seafaring unions.

Signed: HARRY LUNDEBERG,
SAILORS UNION OF THE PACIFIC.

Convention
Report

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tional Union of North America. We know that we are going to face serious problems affecting our membership when this war is over, and we must have strong coordination between affiliated unions. Therefore, the convention went on record that the agents of the various affiliated seamen's unions meet one year from now in Chicago to discuss and be ready for possible post-war conditions which will affect us, and if necessary should an emergency arise, that we meet at an earlier date. We must not forget what the American Seamen's Union movement faced after the last war, and we must be prepared to meet it squarely after this war. Otherwise we will probably find ourselves licked by the Shipowners and the War Shipping Administration who did such a good job on the Seamen's movement after the last war, in the 1921 lockout.

Canadian Seamen

The Canadian Seamen's Union became affiliated with the Seafarers' International Union of North America in 1938. At that time the Sailors Union was given a charter by the American Federation of Labor. However, since the inception of the International we have had very little contact with the Canadian Seamen's Union, and they have paid no per capita tax, although they have a charter from us. On the other hand the British Columbia Seamen's Union, on the West Coast of Canada, has worked and fought along with us ever since our inception. The Canadian Seamen sent two delegates down to the convention in order to establish closer relations and become an active part of the International.

The convention went on record that they would be welcome as active members of the International, providing they lived up to the policies and principals of the International, and lay off of any political implications, and if they would work and cooperate with us. If they were agreeable to those ideas, they are to start to pay the per capita tax from May 1, 1944, and they will then become an active part of the International. The Canadian delegates brought this program which was laid down by the convention, back to the Canadian Seamen, and will notify the International of their action.

It was felt by some of the delegates that this Canadian Seamen's Union has been too close and too friendly with the NMU-CIO, and that there would be no use for us to have people inside of our own structure who was working with a dual union.

Great Lakes Seamen

The convention took action to help the Great Lakes Seamen's fight against the Lake Carriers

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Merchant Seamen—Marine
Hospitals

FROM THE ATLANTIC & GULF DISTRICT OF THE SIU OF N.A.:

RESOLUTION:

WHEREAS, war veterans of the armed forces of the United States are given the most efficient and advanced medical care for the duration of their lives, being eligible for admission at any time to the numerous well staffed veterans hospitals, and

WHEREAS, merchant seamen are eligible for admission to marine hospitals for only 60 days after the date of their last discharge, and

WHEREAS, the merchant seamen have performed miracles of heroism and self-sacrifice in this war, comparable in every respect with the armed forces, many hundreds of seamen having been injured and killed, and

WHEREAS, because of the 60 day clause which the United States Public Health Service applying to Merchant Seamen, many bona-fide seamen are walking the streets of every American seaport, whom are suffering from shell shock and various nervous ailments brought on through enemy attacks and continuous strains undergone through perilous voyages forcing them to remain ashore indefinitely, and whom are denied hospitalization and treatment at Marine Hospitals, and

WHEREAS, this contention was formed solely for, and by the Board of Administrators for the Marine Hospital, and is not recognized by any official Governmental Department as authentic, and is especially against the belief and recognition of the Merchant Seamen, for and by whom the Marine Hospitals have been established, and

WHEREAS, the difference in hospital treatment given the armed forces on one hand and the merchant seamen on the other constitutes unjust discrimination against the merchant heroes, without whose services this war could not be won; **THEREFORE BE IT**

RESOLVED: That merchant seamen who can show three years' peace time discharges, or 12 months' war time discharges, or have been injured in war time in the performance of their duty, should be eligible for hospitalization for the rest of their lives; **AND BE IT FURTHER**

RESOLVED: That this resolution be presented to the forthcoming convention of the SIU of NA for its consideration and appropriate action, and a copy of it be sent to United States Public Health Service, Washington, D. C., and to President Roosevelt.

SEAFARERS LOG

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Dushane Exposes Port Hazards To Seamen In Bonus Beef Letter

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seamen's pockets appears to be the "reward." The letter also encloses an exact and true copy of the official log of a ship that was not long since in the Anzio Beachhead engagement for ten days.

The 10-day excerpt of the ship's log is published here, with certain essential details withheld because of censorship regulations. It shows that the crew of this particular vessel in the particular port were subjected to one encounter with a depth charge, seventeen bombing attacks, one shelling and two explosions.

The explosions, according to the ship's master, subjected this particular vessel and crew to terrific concussions which broke the doors off the boxes on the boat deck. One explosion also showered the ship with steel and shrapnel. The shelling damaged the bridge, lifeboats, etc.

There's little doubt that the crew was under continual dangers. For this they would receive now, according to the Vessel Attack Bonus ruling \$125 if they got hit, and only \$5.00 per day for constantly risking their lives as civilians, (not entitled to Service men's benefits), for not being actually sunk or substantially damaged or having a crew member maimed or killed.

Dushane pointed out the unfairness of the Board's action and asked that the decisions be opened up and adjusted to the former level of payment for Port Attack Bonus.

The letter and the excerpts from the ship's log follow:

April 17, 1944

Mr. Edward Macauley, Chairman
Maritime War Emergency Board
Department of Commerce Bldg.
Washington, D. C.

Dear Sir:

In the Board's decision that went into effect on April 1, 1944, the Board eliminated the port attack bonus and has replaced it with a vessel attack bonus.

The Union has instructed me again to protest this decision of the Board, because it is unfair and unjust and has no bearings on the decreased sinkings, which the Board felt justified their action in reducing the monthly bonus from 100% to 66 2/3%. I am enclosing a copy of the official log of the SS. (.....), while that vessel was at Anzio, Italy.

This is a verbatim copy of the ship's log, and you will note the terrific pounding that this vessel took. It is also interesting to note that the Master recommended that the vessel be docked for overhauling and repairing the damage that was inflicted on the vessel.

This copy of the log is a sample of what the crews of vessels are required to endure while their vessels are undergoing an attack. We can't understand why the Board took the action that they have taken in eliminating the Port Attack Bonus, when the ports that these vessels are in are continually undergoing the same attacks of vessels that are

unfortunate enough to be hit by bombs or other explosives.

While a vessel is lying at anchor in some harbor, and that harbor is undergoing an attack, the vessel hasn't the opportunity to maneuver as a vessel that is underway has.

Certainly the extra compensation that is paid of Five Dollars a day does not compare with the extra hazards encountered by crews of vessels that are lying at anchor, and we again urge the Board to reconsider their unjust action, and reinstate the port attack bonus that was in effect prior to March 31, 1944, I am

Respectfully yours,

Signed:

Matthew Dushane, for
Sailors Union of the Pacific, and Seafarers Int'l Union, Atlantic, Gulf and Pacific Districts.
cc. Dr. John Steelman
Dr. Frank Graham

Official Log

S.S. (.....)

Damage caused to vessel by enemy action from to at Anzio Italy.

Friday, 1944: Wind W, Sea smooth. 5.15 depth charge dropped astern of Vessel, shaking vessel heavily.

Saturday, 1944: Wind W, I. Sea Smooth. 11.10 AM several shells from enemy shore batteries fell fifty feet from vessel putting several holes in port wing of bridge, one hole in searchlight, one hole approximately one foot long on port side abreast of No. 2 between decks, several holes in port lifeboats and shaking vessel heavily. 1.47 PM several shells fell close to vessel shaking the vessel heavily.

Sunday, 1944: Wind SE, 3. Sea Choppy. 5.00 PM, under heavy bombing attack, several bombs falling close to vessel, shaking vessel heavily.

Monday, 1944: Wind W, 4. Sea Rough. 1.20 PM approximately 10 bombs fell fifty feet astern, shaking vessel heavily. 6.00 PM, bombs fell close on starboard side of vessel shaking vessel heavily.

Tuesday, 1944: Wind W, 6. Sea Rough. 2.15 AM, Several bombs fell 200 feet astern, shaking vessel heavily. 6.00 AM, approximately 20 bombs dropped 200 yards astern, shaking vessel heavily.

Wednesday, 1944: Wind W, 7-8. Sea Rough. 3.20 PM, several bombs fell 50 yards on starboard bow, shaking vessel heavily, putting large dent in shell plating starboard side of No. 1 hatch. 3.48 PM, six bombs dropped 200 yards starboard side, shaking vessel heavily. 6.15 PM, heavy attack by enemy planes, bombs dropped close ahead on port bow, shaking vessel heavily. 7.05 PM, Several bombs dropped close by on port side, shaking vessel heavily.

Thursday, 1944: Wind NW, 2. Sea smooth. 5.12 AM, Heavy bombing attack. Several bombs straddling vessel, shaking vessel severely. 7.48 AM, bombs

Convention Report

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and the NMU, and went on record to help them in their organizing drive in the attempt to crack the Lake Carriers' Association.

Fishermen and Fish Cannery Workers

The International expects to strengthen the Fishermen's and Fish Cannery Workers' Unions in various areas. In Florida, through the efforts of the International, organizations have been established on both sides of the Florida Coast with a thriving membership of approximately 3,000, and they are still going strong. This has been made possible through the efforts of the International, and through the International aid these workers have been paid better prices for their fish and better conditions have been given to them. The convention also took steps to fight anti-fishermen's legislation in Alaskan waters, recently being introduced in the Senate by Senator Wallgren of Washington, namely Senate Bill 930, known as the Alaska Fisheries Act. This particular Act will be detrimental to the individual fishermen, and in certain instances, will deprive them of their livelihood. The Act will only benefit the large cannery operators, operating fish traps. Various other actions were taken to stabilize and strengthen the Seamen's and Fishermen's field.

Your delegates felt, in representing the Sailors' Union of the Pacific, which is the organization that organized the International and built up these other unions, we felt that the Sailors' Union of the Pacific can be proud of their accomplishments in building this International which is now a strong organization, and is a big factor in the labor movement, and is financially self-sustaining.

We, further, can report that the convention was successful, and that the membership of our organization and all other organizations affiliated with the International, will benefit by the deliberations that took place at New Orleans.

dropped 50 yards on each side of vessel, shaking vessel heavily. 1:38 PM, several bombs dropped shaking vessel heavily.

Friday, 1944: Wind NW, 2. Sea Smooth. 12.58 AM, several bombs dropped around vessel, concussions shaking vessel severely. 7.25 AM, bombs dropped close on port side, concussion shaking vessel heavily. 11.50 AM, several bombs dropped close astern, shaking vessel heavily.

Saturday, 1944: Wind WNW, 2. Sea Smooth. 7.40 AM, Several bombs dropped in water close on starboard side, concussion shaking vessel heavily. 4.50 PM, bombs fell in harbor, shaking vessel heavily. 5.55 PM, bombing attack, bombs falling close to vessel on both sides. 10.40 PM, harbor bombed, concussion shaking vessel heavily.

Sunday, 1944: Wind Var, 1. Sea Smooth. 3.00 AM, SS (.....) exploded one-eighth mile on starboard side with terrific concussion, breaking doors off boxes on boat deck. 3.46 AM, vessel exploded again with ter-

ITF Talks Pave Way For World Unity

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"It was the unanimous opinion of the delegates assembled that seamen's unions, in order to survive after the war will have to work together on an International scale, to protect one another against the attacks of the shipowners," Brother Lundeborg continued.

"It was pointed out that after the last war the American seamen were left on the beach with all the ships tied up, while the foreign seamen with lower wages applying were sailing out of American ports. Thus, the international shipowners were able to cut the wages and break the unions of the various seamen virtually on an international scale."

International Working Hours

Brother Lundeborg continued: "The delegates at the conference expressed sentiments and feeling calling for the establishment of international working hours and watch system for seamen all over the world, under the auspices of the ITF."

"There was also a strong feeling among the delegates to attempt to establish a minimum international wage scale for seamen. The American delegates were a little skeptical about this due to the fact that they felt that if an international scale was established, the American seamen might lose due to the fact that some of these unions in foreign countries were paying very low wages, such as the Indian sea-

men, who were receiving approximately \$25.00 a month.

"And if an international scale was established it certainly would help out the European and the Asiatic seamen, but it might also draw down the American standards. Also, we feel that the minimum might easily become the maximum. Therefore, this question was left open for future discussion."

Post War Situation

In commenting upon the post-war situation Brother Lundeborg said:

"The European seamen and licensed officers recently had a conference in London, where a proposed seamen's charter was drafted. This charter includes wages, hours, working conditions and manning scales and watch systems for all seamen.

"And if this particular draft is adopted and put into effect the European seamen will come up closely to the standards, wage scale and working conditions such as are now enjoyed by the American seamen. However, this draft is subject to further improvement.

"It was the opinion of the European delegates, which was concurred in by the American delegates, that should the merchant seamen not receive their just due after the war, the seamen under the international scale will have to use their economic strength to fight for the protection of the seamen as a whole.

Slavery To Go

"Seamen of all the foreign countries must return to their lands, the delegates stated," said President Lundeborg, "and fight for the abrogation of all laws in their lands which place seamen under slave-like penalties, for offenses such as jumping ship, etc."

"They must fight to bring the laws of their lands governing seamen into line to conform with the United States Seamen's Act, which guarantees every seaman the rights of his pay, hospitalization, etc., and which was responsible for abolishing the intolerable conditions on the old-time American ships.

"For this act protects American seamen in every port and all seamen in American ports. Jailings must go. The conference declared that the American seamen are the only seamen in the world today who enjoy any semblance of freedom.

"The foreign seamen must fight to bring their conditions up to those guaranteed under the American law; they must fight to protect their liberties and rights as human beings."

ITF A Medium

In concluding his report President Lundeborg pointed to the ITF as a medium which will play a role in the prime importance of solving the seamen's problems.

"Cooperation was urged by all the delegates, as of prime importance in the solving of our problems," he said.

"It is absolutely necessary that the seamen back one another on an international scale, in order to protect themselves from the reactionary shipowners and Governments. Further meetings of the ITF will be held at an early date."



UNDER ANY CIRCUMSTANCES

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(T.C. means Trip Card).

NOTICE

O'HARA, Oiler, please come to the New York agent's office and get your overtime beef settled before it is too late. See Stewards' Patrolman F. Hart.

rific concussions, damaging rails on port side of No. 5, showering vessel with steel and shrapnel.

It is recommended that vessel be docked for underwater damage.