

**SECURITY
IN
UNITY**

SEAFARERS Log

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



Vol. VIK

NEW YORK, N.Y., FRIDAY, MARCH 30, 1945

No. 13

53 SIU Men Decorated For Heroism

Seafarers Is Set For Big Organizing Drive

By PAUL HALL

This is it, fellows! We're going to open a drive to organize the unorganized. This is the moment the union has been waiting for over the past few years. Now is the pay-off. All of our early fights to win contracts in 1938 and '39, all of our day-to-day struggles to build the SIU into its present dominant place as the best union on the waterfront, all of our sacrifices of men to keep the ships sailing in wartime—all of these struggles were aimed toward the day when we would be big enough and strong enough to go out into the field and win new contracts. This is the day.

For the past 12 months we have been carefully preparing so that we would have the machinery to fight with. Today, we not only have the machinery to go into the fight with, but that machinery is in good order and capable of taking on a tremendous load, and of putting up a hard fight.

On the West Coast, the SIU-SUP has succeeded in organizing the toughest tanker outfits in the industry while getting the best agreements ever known in the tanker field. At the same time they gave the NMU the licking of their lives, practically running them out of existence on the West Coast.

Here on the East Coast, even before our machinery was in order, we had made inroads into the tanker and unorganized freighter field. Now, with everything in battle order, we can expect to really be going to town in a short while. It is well to note too that we have the same tools on this coast as was used on the West Coast—bold leadership—militant membership—the finest basic unionism and trade union labor policy in the maritime industry.

This will be quite a scrap and we are going to face some pretty tough opposition. The shipowners have millions of bucks to fight us with and they are willing to spend plenty of it.

The Communists, after being driven out of the West Coast, are now preparing a drive in this area, not only so as to take their members' problems out of their mind, but to try to save a little face at the severe fanny-kicking that they received at the hands of the SIU-SUP on the West Coast.

We can expect the same usual disruption and confusion that follows any of these so-called organizing campaigns of the NMU

that we can also expect them to follow their usual line when we go to work on them and it begins to hurt, that is, their usual cries of all the way from "Robbers" to "Nazis." The thing that will make a success of the Seafarers' fight is work—plain, hard work and plugging! It requires the cooperation and support of the entire membership. The finest officials in the world cannot accomplish anything unless they are backed up by rank and file membership. This does not mean just good wishes and moral support. It means 100% backing all down the line, whether it is in a fight on the dock or negotiations with the shipowners.

We have the thing that is necessary—an educated membership. Along with the officials that they have recently elected, this membership will lay out programs and study them so as to concert and direct their efforts to any particular point they so desire. This is what will accomplish results.

It is up to all of us to carry to the unorganized seamen on all Coasts and all ships the word of the Seafarers. It is up to all of us to show these unorganized men the difference between trade unionism in the Seafarers and the NMU.

So, let us take facts from the record—let us take them into all fields—let us show all seamen that the only way to successful conditions is not through following any funky political line, but that the true way to conditions is to fight right at the point of production for them in the same manner which the Seafarers have done to get the highest wage scale and conditions ever known in the industry.

MINE STRIKE VOTE

The nation's coal miners today gave John L. Lewis an overwhelming vote of confidence and the authority to call them out on strike. The vote, taken under the provisions of the Smith-Connally Act, was more than 6 to 1 in favor of strike action if it became necessary.

One Merchant Marine Distinguished Service Medal, 45 Mariner's Medals awarded posthumously, and 7 Mariner's Medals awarded for wounds and suffering as the result of enemy action, were presented to SIU men in the official award lists released this month by the War Shipping Administration. Not only did SIU men receive a great percentage of the awards made, but the highest award available to seaman, the Merchant Marine

Leads Coast Strike



President Herbert Sorrell of the Conference of Studio Unions (AFL) is leader of the strike that had 19,000 Hollywood movie workers out and threatened closing of movie houses in a retaliatory move by the International Alliance of Theatrical Stage Employees (AFL). Jurisdictional dispute between the two is cause of the strike.

Great Lakes Season Opens

CLEVELAND — An estimated total of 14,000 officers and seamen will be needed within the next 30 days, when the Great Lakes bulk cargo fleet begins its 1945 movements on April 1.

Assurances have been given by the Coast Guard that its facilities would be given to open the shipping lanes, in spite of heavy ice blockades reported in some areas.

An earlier start is being made this year to meet the estimated requirements of essential products, and shipping this year is expected to break the all-time record set in 1944.

All SIU Great Lakes men should report now to their union halls. Following are the addresses:

Buffalo, 10 Exchange St.; Cleveland, 24 W. Superior Ave.; Detroit, 1038 Third St.; South Chicago, 9131 S. Houston Ave.; Chicago, 1014 E. St. Clair Ave.; Milwaukee, 730 S. Second St.; Duluth, 531 W. Michigan St.

Distinguished Service Medal, was presented to SIU Ordinary Seaman Mike Kuzma.

Kuzma was aboard the tanker Virginia when she was struck by two enemy torpedoes. She exploded and the surrounding water became an inferno of burning gasoline. Only 14 men survived the death trap. Kuzma was severely burned in the blast, but swam through the flame-swept water to assist another badly burned seaman who had

become exhausted in his attempt to rescue a third shipmate. In spite of his own injuries, Kuzma succeeded in towing both men out of the flaming area and in supporting them until they were picked up by rescue craft. For this deed, "exemplifying the creed of the merchant seamen," he was presented the Distinguished Service Medal.

Mariner's Medals were awarded

(Continued on Page 5)

Predictions Of Desperate Nazi Submarine Warfare

Their sacred Rhineland overrun, their armies routed and confused, the former Nazi supermen are staking their existence on the "secret weapon" of World War I—an all-out submarine offensive to cut the Allied supply lines. Spotlighted by a determined, though unsuccessful, E-boat attack against a European-bound Allied convoy last week—a convoy that contained many SIU vessels—this unrestricted submarine warfare has been forecast by many military observers, and by the Nazis themselves.

Many observers, from Major George Fielding Eliot to the South Street scuttlebutt salesmen, have warned of this one last fling left to the desperate Nazi overlords. The Germans themselves have been boasting of a new midget submarine—the latest of their "secret" weapons that will win the war.

Last week's convoy, protected by an extensive air and sea cover, suffered no losses and reached its destination safely. The E-boats, attacking in groups from the coast of Holland, made several futile and fatal attempts to reach the convoy.

Major Eliot, writing in the New York Herald Tribune, warned of an impending submarine offensive.

"The Germans," said Major Eliot, "are known to be collecting considerable numbers of U-boats in Norwegian ports, and at least a score of these submarines are fitted with a new device which enables the submarines to draw in air while remaining submerged. Thus, the underwater cruising radius of the submarine is greatly increased, and it is enabled to avoid detection by aircraft to a much greater extent

(Continued on Page 3)

Merchant Seamen Obey Curfew — By Request!

The Glamour Boys of South Street were unexpected casualties as the Battle of the Curfew raged into a climax in New York City this week.

Several unidentified wipers dressed up as admirals, first class, were stopped by the SP's as they



tried to enter a Broadway gin mill after midnight.

"Nix," said the SP's.

"But we ain't sailors. We're merchant seamen," said Our Heroes.

"The orders says no uniforms," said the SP's, "and that's what you got plenty of."

Hung by their own gold braid.

SEAFARERS LOG

*Published by the
SEAFARERS' INTERNATIONAL UNION
OF NORTH AMERICA
Atlantic and Gulf District
Affiliated with the American Federation of Labor*

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51 BEAVER STREET

New York, (4) N. Y.

HAnover 2-2784

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The Manpower Draft

It would appear that the war in Europe is approaching a speedy end. As our armies race over the "sacred soil" of the Third Reich, through the demoralized Nazi armies, the long awaited day of V-E cannot be far away.

Victory in Europe does not mean the end of the war, of course; it will mean the intensification of our effort against Japan. But one thing is certain, and that is that a one front war will not take more material than has the two front war.

And so it is more than curious that as the end of the European conflict nears, the louder grow the cries for a draft of labor.

It is more than curious that what was not considered a "must" legislation back in the dark days of Pearl Harbor has assumed such huge proportions as we near the end of the long haul in Europe.

Beyond the phony cries of material shortages are the testimonies of the Army higher-ups themselves that there is actually no shortage at all; that the productivity of American labor has exceeded expectations. The bottleneck, if any, is certainly not in labor's productivity, but in the general management of distribution.

American seamen have done more than their share in ferrying supplies across. The brass hats themselves testified to the piles of goods lying on the docks of the French harbors, unable to be moved because of military transportation "SNAFU."

Why then all the howling for slave labor?

From where we sit it seems that the administration is pointing beyond the present situation. We think it is looking beyond the war into the days of global peace. It is looking ahead to the days when the boys are back and looking for the 60 million jobs that everybody's talking about.

Maybe there will be 60 million jobs. But the big boys act as though they really don't believe it themselves. At any rate, they are making provisions for mass unemployment, talking about 52 weeks of unemployment insurance, for servicemen, severance pay for war workers "to tide



—Justice

them over," discussing replacing women in industry, and the rest of that talk that sounds like tightened belts rather than three squares a day.

And that's where the slave labor bill comes in. Suppose the slave labor bill is passed and really enforced. The first casualty will be the trade union movement. You'll get yourself a job off the dock. The pay will be pretty low, so you and your shipmates get together and decide to pile off. Well, along comes the government and says you're "frozen" or else it's off to the brig. Get the idea?

It is nothing more or less than an anti-union drive to get us back to the days dear to the hearts of all operators—the open shop.

Under the manpower draft all freedom of movement is gone; militant action to maintain wage and working conditions, raised only through so many years of bloody struggle against the operators and their goon squads, would be impossible.

There is only one answer. In this great fight to once again "make the world safe for democracy" we must not win it abroad to lose it at home.

America cannot be free unless Labor is free.

Miners Are Slandered

The United Mine Workers, one of the few unions left that hasn't been bamboozled into dropping the fight for fair conditions, and the coal operators are closing in for a showdown on their new contract.

Hearing the howl that has been raised over the miners' demands (they reached clear over to Yalta), you might think that John L. Lewis was taking over the country. Actually, the miners who have been notoriously underpaid, wretchedly housed, and ill fed, have raised no revolutionary demands.

They are asking for conditions that long have been granted in other industries: tools of production paid for by the operators (free explosives and safety equipment), wage differentials for the second and third shifts, increased vacations with pay. Even the most controversial demand, for payment by the operators of ten cents per ton into the union treasury for "modern medical and surgical service, hospitalization, insurance" etc., is not new in trade union history; and at least two unions in this area have such contractual agreements.

The kept press of the operators and the industrialists are, of course, vociferously opposed to these demands. It might cut into their profits a bit. But the loudest howl has come from those intrepid champions of the working class—members of the Communist Party who called it a "strike plot against the nation" and a conspiracy to "shatter the decisions of Yalta."

Union sabotage by these Communists, is nothing new, as witness their actions in the Montgomery Ward Strike. The only satisfaction from these fink tactics is that they will "Yalta" themselves right out of the union movement.

History Of The Union Label

The Union Label is as rich in tradition as the emblem of any other organization in all history. From the time of early Rome, when Pompilius organized the crafts of his day into guilds, down to the formations of the present American labor unions, there is evidence that various groups of organized workers have used some symbol to distinguish their products from those of others in the market place.

In early Rome, Pompilius organized guilds of musicians, carpenters, and other trades which proved so successful Julius Caesar later used to further his own plans for social reform.

The guilds were later traced to the ancient Saxons in England about the eighth century. They provided the instrument for law and order and a sound social structure. The guilds spread to the continent to such an extent that law makers and courts became employed against supporters of the labor movement.

The Union Label idea may have been implanted from the Goldsmith's Company stamp or "hallmark" placed on gold or silver articles to attest their purity and quality of workmanship, first used in the fifteenth century.

Among the other craft guilds, the first to attain a position of strength comparable to that of modern labor unions were the weavers, who were powerfully organized in Flanders and Brabant. Their products having a world-wide market, rather than a local one, gave the weavers unusual advantages. Trade regulation and protection were this guild's aims and it spread rapidly.

In 1756 the weavers, finding apprenticeship regulations and fixed wage standards flouted by employers, carried on a strike. This



strike proved very successful. In 1802 laws were passed in England against guilds and trade unions, but this was combatted by workers combining under the cloak of Friendly Societies. Since 1824 Labor Unions in England have enjoyed a sort of recognition under law. The struggles of the British guilds paved the way for the American Labor Union, which in turn has given the world's workers many useful ideas, not the least of which is the Union Label. LOOK FOR THE UNION LABEL! DEMAND UNION-MADE GOODS!

—FORD FACTS



New Food Stowage Rules For Liberties



Nazi Submarine Warfare

(Continued from Page 1) than was formerly the case.

"This seems likely to bring about submarine operations at focal points of traffic, notably in the vicinity of British ports where the Coastal Command of the Royal Air Force formerly made U-boat warfare suicidal. The reason the time for the renewal of the U-boat effort seems near is that if it is to do Germany any good it must come soon."

"It may be presumed," added Major Eliot, "that Allied air and naval forces, having had ample notice of German plans, will be ready to deal with the new U-boats. Heavy shipping losses in the North Atlantic now would be a serious embarrassment, because of the switch of shipping to the Pacific and the increased demands of the great offensive in the west and the need for relief tonnage to take care of the starving people of liberated Europe."

German broadcasts have been boasting of alleged successes for a new midget submarine. Nazi radio declared that the new vessels penetrated the Thames estuary to attack an Allied convoy and sank one freighter and probably another one.

The new craft is described as just big enough for one man. Before entering the ship, a man must train several months and "for the last three days live on a light diet," probably Hitler's promises.

The "last gasp" theme is advanced by the Nazis themselves. "Present U-boat activity," said one German commentator, "is most promising for the development of the West front situation,

and even indirectly promises relief to our hard-pressed East front. Every ship sunk now carrying supplies to the Allies' West front armies is worth two or three sunk during the last U-boat offensive."

Nazi submarine warfare has extracted a heavy toll from merchant seamen. Official casualty lists, through January 31, show 5,438 officers and seamen have been reported dead or missing, while 579 are listed as prisoners of war.

Since the start of the war, more than 32,000 American merchant seamen have been shipwrecked through enemy action, but because of improved safety equipment and naval protection only 16 per cent have been lost—an average of seven out of a normal crew of 42.

The stepping-up of its undersea attack by the Nazis intensifies the danger for the least publicized of any of the nation's forces—the marine.

Do the Congressmen dawdling over the Merchant Marine Bill of Rights read the papers?

Good Union Men Found On The SS Mayo Brothers

It sure isn't a blue Monday when you can start the week off on a ship like the SS Mayo Brothers of Waterman SS Co. We just had time to set our bags down when the delegates of all departments were ready with their books and crew lists. No beefs and not a man of the crew drunk. Every man of the crew had a good word for the skipper, and most of this crew are staying.

WASHINGTON, March 22—The War Shipping Administration has directed its general agents to make changes in methods of stowage and preservation of food supplies on all Liberty-type ships now under their operation or hereafter delivered them.

The WSA order, issued by G. H. Helmbold, Assistant Deputy Administrator for ship operations, sets out instructions with respect to the temperatures at which the various food compartments are to be maintained. These instructions will be supplemented by the issuance of a detailed stowage plan for each of the various refrigerator boxes aboard ship which will provide better ventilation in the boxes and improve sanitation.

Specific Instructions Given

The order, which is the result of surveys and studies made of stowage and preservation of food aboard ships, conveys specific instructions on boxes for egg and cheese (formerly dairy box), meat and vegetables.

Among other changes in the pockets of stand. If canvas can-

"egg and cheese box" shall be the installation of two vertical battens several inches from the cooler pipes. A hasp and padlock must be installed on the door of the "meat box" and changes ordered with respect to the "vegetable box" include the following:

- If at present the blower is not located in the forward in-board corner with 15-inch minimum clearance behind, it shall be moved to this location.
- To improve drainage, a metal drip pan shall be provided under the blower and connected to a 1½ inch soil pipe secured to the forward bulkhead and leading down to the deck.

- Two canvas curtains overlapping 3-inch at the center shall be attached with hooks to the inside of the vegetable box door. These curtains shall be of such length to come with 2 inches of the deck and they will be of such width that the two combined will fully cover the entire entrance. The curtains shall be weighted at the bottom with

3. Among other changes in the pockets of stand. If canvas can-

not be obtained, a suitable substitute material should be used.

Guard Rail Required

4. A 4-inch metal guard rail shall be fitted on shelves and a removable vertical partition (wood or metal) shall be supplied for forward end of shelves to provide secure storage of commodities on shelves.

The ship's companion-way is required to have metal sheeting on the under side of portside companion ladder directly outside ship's refrigerated boxes to keep dirt, etc., from falling through on to deck below.

Superseding and replacing all previous instructions with reference to refrigeration temperatures, the following temperatures shall be maintained in all boxes:

Egg and cheese box—30-31 degrees Fahrenheit; never below 30.

Vegetable box—32-34 degrees Fahrenheit.

Meat and fish boxes shall have temperatures as low as possible, never above 10 degrees Fahrenheit.

FIVE YEARS SEA TIME STILL REQUIRED FOR CITIZENSHIP

As many foreign born seamen have found out, the bill sponsored by Senator George L. Radcliffe, and now before the U.S. Senate to give citizenship to foreign seamen who have served three years aboard an American owned ship during war time, has not yet been passed. Because of this, the old provision demanding five years' sea time before eligibility for citizenship still stands.

An inquiry to the Immigrants' Information Bureau, publishers of the *Handbook of American Citizenship*, gave the following information as far as a foreign born seaman is concerned:

"A person who served with good conduct for five years on board a ship belonging to the United States Government, but other than a Navy, Marine or Coast Guard vessel or on any American boat of more than 20 tons, which has its home port in the United States, may apply for citizenship without applying for a first paper and in any court having naturalization jurisdiction. He must file his petition for a second paper either while in the service or within six months after the termination of his service. He does not need to prove on what date he arrived nor the manner in which he arrived. If the service ended more than six months prior to the filing of his petition he must prove five years continuous resi-

dence in the United States and six months residence in the state, but his service on the vessel will be considered part of such residence. His service and his good conduct during such service must be proved by two citizen witnesses or by duly authenticated copies of records of the department having custody of the records of such service, or if he served on a private vessel by a certificate from the master of such vessel."

Under the Radcliffe Bill the procedure is simplified and the requirements are eased. The Bill provides citizenship to foreign born seamen who have served three years, in war time, on American owned vessels.

In order to obtain his papers the seaman must promise to "continue to serve . . . until cessation of hostilities in which the United States is presently engaged unless prevented from doing so by illness."

If he voluntarily ends his sea service, his papers would be revoked and his citizenship canceled.

No declaration of intention, certificate of arrival or period of residence is required under the Radcliffe Bill. It is not even necessary that the applicant speak English or pass a literacy test.

However, the Bill is not yet passed. The old law is still in effect, and a foreign seaman must follow the procedure shown above.

Twice As Good



Cheesecake always makes news and here is some hot off the wires. From time to time the Seafarers Log will bring you the best of this type of art.

You don't mind seeing double when you look at "twin-ups" Patty and Barbara McClean. They're the first set of twins ever to appear in a major movie production.

Seamen's Bill Of Rights Now Pending

A "Seamen's Bill of Rights" to give to merchant seamen the same postwar protection that has been granted to the armed forces has been introduced before Congress by Representative J. Hardin Peterson (Dem., Florida). While this bill has the same defects of the GI Bill, it is nonetheless a step in the direction of recognizing the sacrifices made by the merchant seaman.

Read the provisions of the Bill. Familiarize yourself with them. Know your rights and how to get them—if the Bill is passed.

WHO IS COVERED

1. Seamen who have had at least 90 days of war shipping, and who continue to ship for six months after the end of the war.

2. Seamen who are disabled, or prisoners of the enemy.

3. Seamen who have been released by the WSA, but explicitly allowed to keep their rights by the WSA.

4. Trainees who have completed their course of study.

5. Dependents of eligible seamen.

WHAT YOU GET

Education—All war seamen will be eligible for one year of free schooling or training with an allowance of \$50 a month if single with no dependents, or \$75 a month if there are dependents.

Those who entered war service before 25 and those over 25 who interrupted their education are eligible for additional schooling in proportion to length of service.

Loans—The government will guarantee one-half of loans up to the sum of \$4,000 for the purchase of a home, farm or business.

Employment Rights—Civil service preference as granted to servicemen. Special sections devoted in the USES to place seamen.

FOR THE DISABLED

Hospitalization—Lifetime care for any wartime disability.

Rehabilitation—Training and guidance in the vocational rehabilitation for disabled seamen.

Disability Benefits—Same as for servicemen. Based on a percentage of disability with \$115 as the ceiling, plus additional sums for loss of each leg, arm or eye. \$265 is your take if you are totally blind and have lost two or more limbs.

FOR DEPENDENTS

Hospitalization—Dependents of disabled or dead seamen entitled to medical care at a low cost.

Death Benefits—\$50 a month for a widow with \$15 for one dependent child, plus \$13 for each additional child. A dependent parent gets \$25 a month, and two get \$45.

The criticism of the Seamen's Bill is the same as that directed against the GI Bill. The thing looks better and smells sweeter than it really is.

Take the loan provision: The government will guarantee one half of a loan of \$4,000 to buy you a home or a farm or a business. But the loan itself must come from a bank; it is not a government loan. And banks be-

ing what they are, they're going to be more than half sure that your home or farm or business will pay. Anybody can get a loan from a bank on a paying proposition, so why this air of nobility?

Or the educational benefits: Paying your tuition for a year is something, but who can live on \$50 a month? Or on \$75 with dependents? Book learning feeds the mind, all right, but never yet was there a man who got fat on Latin.

Both bills fail to accomplish what they set out to do. A movement is now afoot in Congress to iron out the defects of the GI Bill. In the opinion of many, these bills are almost as bad as no aid at all, for they hold out the illusion of help which will not be forthcoming.

Swedish Seamen Open Negotiations

The seamen's section of the International Transport Workers Federation, to which the SIU is affiliated, is watching with great interest the contract negotiations, which will be resumed in April, between the Swedish Seamen's Union and the Swedish shipowners.

The proposals of the Swedish seamen will be based on the International Seafarers' Charter, adopted by the seamen's section of the ITF as a basis for contract negotiations.

The charter proposes a world minimum pay rate for seamen which would tend to equalize wages and working conditions for all seamen, thus abolishing international competition at the expense of seamen.

FINAL NOTICE FOR UNCLAIMED BAGGAGE IN N.Y.

The baggage room in New York is full of unclaimed baggage that was moved over from the old offices on Stone Street. Some of it has been lying around the hall for over a year. It is necessary to move it out in order to make room for current baggage checked by the men on the beach.

All unidentified baggage that has been around for 8 months or more will be disposed of at the end of this month. Claim your gear at once if you have any around.



Blasts Labor's Foes



President Frank X. Martel of the Detroit & Wayne County Federation of Labor (AFL), testifying before a recent Mead committee hearing, said: "The atmosphere . . . is charged with a suspicion that employers in basic industries intend to try to destroy organized labor after the war."

French Unions Help Purge Of Fascist Shipowner

(ITF) The recent ouster of Henri Morin De Linclays, president of the French Line Inc., was hailed by the French seamen and the French General Federation of Trade Unions (C.G.T.) as a big step forward in the purge of Fascists and Vichyites still holding important positions in French industries.

The French Line Inc., was established in the U.S. March 1, 1943, as a subsidiary of the French Line, greatest of French shipping companies, when former Secretary of State, Cordell Hull, high-pressed the U.S. Treasury to release nearly a quarter of a million dollars in French frozen funds to De Linclays to set himself in business here.

The sailors accused De Linclays of "collaborating with Vichy, paying different wages to men of the same ratings and appointing himself head of an American operating corporation purporting to be the official French shipping agency." All in all, French seamen gathered evidence covering 350 instances where the French Line offices had had dealings with the enemy. French seamen described the French Line as "practically a Goebbels bureau."

Notice!

Members must claim baggage in New York in person and present the claim check when doing so. No baggage can be mailed to home addresses.

Keep In Touch With Your Draft Board.

Organize For Post War Jobs

You do it by shipping on unorganized ships.

Thanks to militant unions we have the Labor Relations Act which gives us the right to petition the government for an election among the crews within a company. If we have reasonable proof that we have a majority supporting us by having the crews within the company sign our pledge cards, showing their preference for the SIU as bargaining agent, we can win the right to bargain for agreements. That is where YOU come in!

By shipping on an unorganized ship and explaining the advantages of an SIU agreement and SIU protection to the crew, you will assure yourself and the rest of the union greater security and more jobs when this war comes to an end.

Don't be a slacker who is content to sit back and reap the fruit of the labor of real union men. Be active, then you will have the satisfaction of knowing that you did your part to secure better conditions for seamen.

For information, see the Organizer in the shipping hall, 2nd floor, 51 Beaver Street, New York.

WHITEY LYKKE.

FORE 'N AFT

By BUNKER

Now that the port of Antwerp is open again and they are pushing in ships as fast as the docks can take them, a lot of seamen are getting back to a town that used to be a favorite in the days when the Black Diamond Line made it a regular port of call.

But they are finding that Antwerp has changed since the good old pre-war days when things were cheap and the American dollar went a long ways. The city is grey and battle-worn. Most of the windows in the cafes are boarded up, for bomb concussions have blown out much of the glass throughout the city. Some of the elaborate cafes around Station Street are only one room affairs now, with the rest blocked off to save heat. On cold nights the girls sit around the stove, shiver, and listen for "fly bombs."

Prices have gone up, too. Cognac is expensive and beer costs five times what it once did. A man can blow in a couple of nights what used to be a month's pay.

Down on Skipper Street the prices are cheaper and the "mamselles" a little less attractive than in the uptown joints, for the best of them have gone to Brussels to help the soldiers spend their money. But there's still plenty of life along the Skipperstrasse, with orchestras in some of the cafes and juke boxes in the rest. The girls down there must not have treated the Jerries so well, for the area is a favorite target for buzz bombs. The hospital at the end of the street is conveniently located.

Some time ago this column offered a list of sea going expressions which belong to the vocabulary peculiar to sailor men. Brother Adolph Capote added to the list with some more good ones such as "sea gull" (chicken or duck) and "lowering the boom" (hitting the old man for a draw). Here's a few more for the collection.

"skid row ship"—a ship that went to sea with drunks and beach combers, the rag, tag and bob-tail of the waterfront, because she was so bad no one else would take her.

"extra feed"—milk that was spliced six parts water to one part milk.

"field days"—the days you worked for glory. After your watch you turned to on the homeward trip and chipped, painted, souged, cleaned tank tops and etc., so the old rust bucket would look good going into her home port.

TO THE HEROES OF THE SS HENRY BACON

By A CREW MEMBER

The ship was the SS Henry Bacon
The name we remember so well.
She was searching for the long lost convoy
When down came the Angels of Hell.

The planes came quick and were many.
The number, I believe, twenty three.
But five were shot down by the gunners
And went plunging to death in the sea.

Walker, who was a Navy gunner
Was manning number seven we know,
Saw a "Jerry" coming in from the starboard
And sent her flaming to the waves below.

But the odds were still against them,
They were waging a losing fight;
And knew that without help from the escorts
That death would be riding that night.

Then came death and destruction
She was hit just abaft of the beam,
But the Gunners still manned their stations
They were out for them all so it seemed.

They all ran out of ammunition,
And there was nothing else left to do
But to make their way to boat stations
And abandon the rest of the crew.

Now the Chief Engineer was an old fellow,
He said, "Boys, I've lived my time.
There's no more room in the life boat
So one of you young fellows take mine."

That was something we can never forget.
He would never survive it he knew,
Still he gave his last last chance of life
For the sake of the rest of the crew.

There were also passengers aboard
But they all got safely away;
Leaving officers and crew aboard her
To go down with their ship that day.

That Captain was a fellow we all admire,
He stayed on the bridge to the end;
He'd rather rest on the bottom forever
Than to go back without all of his men.

Joe's the guy who sails as bos'n
But was making this trip as A. B.
Saw the others away in the lifeboats
Then plunged into the icy sea.

Then there were others who followed,
Not knowing if they would survive;
But they knew that they were useless to their country
Unless they made it back here alive.

For hours they stayed in the water,
Some died in that cold Arctic Sea;
But they knew that the lives they were giving
Would keep us all happy and free.

Some were rescued by English destroyers
Who heard their SOS far away.
And rushed there as quick as possible
Lest they all should go down that day.

Those brave men we will always remember
They were shipmates to you and to me.
They gave their homes and their loved ones
For an unknown grave in the sea.

Perhaps their names will never be heard of.
Just sailors in the merchant marine;
But they've kept Old Glory waving
Though we don't realize how much it means.

So gather close around the table,
Let's drink a toast to the Bacon and Crew;
Let's give them a word of thanks, Boys
They gave up their lives for you.

CREW GIVES LIVES THAT REPATRIATES MAY LIVE

Slave Labor Bill
Passes House

As this issue went to press a compromise draft-labor bill was passed by the House of Representatives by a vote of 167-160. (There were 103 absenents in the House that day. Why don't the Congressmen do something about their own absenteeism?) The Bill now goes to the Senate floor, where much more debate and opposition is expected.

Under the new Bill the manpower control program is put into the hands of Director of War Mobilization James F. Byrnes, and to whatever agencies he chooses. "Essential" war workers are frozen to their jobs, and ceilings placed on plant employment. Both employer and employee are liable to fine or imprisonment, or both, if the law is violated. The Bill, if passed, would be put into effect in those areas or localities that the Brass Hats consider "critical."

Another step on the march toward "democracy!"

Crew of SS Tristram Dalton Discovers How To Keep Ship Clean

When the Tristram Dalton arrived in Norfolk recently the boarding patrolmen were amazed at the cleanliness of the mess room. Before too much searching they discovered the reason for it. The following notice was posted on the bulletin board:

RULES TO BE LIVED UP TO IN THE MESSROOM

For your own sanitary benefit, fines will be put on any member that doesn't live up to these rules. The fines will be turned over to the Seafarers Log at the end of the trip.

| | |
|--|-------|
| 1. Feet on table or chairs | .15 |
| 2. Failure to take cup back to sink | .10 |
| 3. Ashes and cigarettes not in ash trays | .10 |
| 4. Using cups as ash trays | .10 |
| 5. Sitting on table | .25 |
| 6. Throwing matches or butts into alleyway | .25 |
| 7. Coming into messhall without shirt or pants | .25 |
| 8. Fighting in messhall while in port | 10.00 |
| 9. Spitting in messhall or alleyway | 10.00 |



By J. P. S.

Nine SIU men and six officers gave their lives that their shipmates and refugee women and children might live, when the SS Henry Bacon of the South Atlantic SS Company was torpedoed in the North Sea recently.

Of all the sacrifices and heroic deeds of the merchant seamen during this war, one of the most gallant and self sacrificing episodes is told by the survivors of the SS Henry Bacon.

The convoy was far over the horizon. The crew of the SS Henry Bacon were working frantically to get the engines to work so that she might catch up before dark. No one knew better than Capt. Donald Haviland and his crew the dangers that lurked around the coast of Norway for a "Lame Duck."

Alfred Carini, Chief Engineer and the black gang had her just about ready to give the slow ahead when the alarm went off. Flying straight from the Norwegian coast were 23 bombers and torpedo planes closing in fast for the kill. The gun crew hardly had time to man the guns before bombs were falling.

But with the aid of the merchant crew, the gunners were soon in action and proved their mettle by opening up such a fire that it momentarily baffled and checked the Nazi airmen. As the bombers dived in one after another they were sent blazing down to the waves.

It was something like a motion picture scene except there was no screaming or shouting.

The gunners were putting all of their attention to knocking off as many of the enemy as possible.

The engine department was trying to get set to get underway. Everyone was going about his duties systematically.

The Steward had in his care 19 women and children who were

fleeing Nazi Norway for freedom and safety.

The gunners had shot down five of the planes and it looked as if the lone ship might be victor, when a torpedo plane caught them midships.

The guns were giving them so much hell that the remaining planes left except one which climbed out of reach and circled until positive the ship was sinking. Whether that Nazi pilot knew it or not, he was witnessing one of the most heroic deeds of this war.

There was not life boat space for all. One boat was gone. There were 19 women and children aboard. Fifteen men must sacrifice their lives. The ship was sinking slowly. No one was injured. They had plenty of time to decide. The master did not call for volunteers. He merely stated, "All of the crew can not go, I don't want to go back without a full crew." The Chief Engineer who was already seated in the life boat, said, "I am an old man and have already lived. These youngsters have their lives ahead of them," and calmly got out of the boat.

The Bos'n Halcond Lannon had a brother aboard. It was agreed that one should go and one should stay. His brother reluctantly got in the boat and the Bos'n dived in the chilly waters to an icy grave.

Only two officers were saved. Among the unlicensed personnel J. Mastracc, C. Krains, Geo. Skippa, Fred Tunken, Robert Cramer, D. Schieshert, J. Martin, sacrificed their lives that their shipmates might live.

Such men as these can be called radicals, have their bonuses cut, their papers taken and etc.

But they can never be robbed of the satisfaction that like other merchant seamen they did their part.

SIU Heroes Are Honored

(Continued from Page 1)
ed posthumously to the following SIU heroes:

Ashley, Ernest Shreve
Baggott, Edwin B.
Banaag, Nicasio
Bernard, Adrian Theodore
Blome, Cornelius Frederick
Boykin, Bobbie
Christensen, Soren Axel
Clark, Robert Clinton
Corbin, William Henry
Dixon, Ray
Gardner, Eugene John
Gill, Odus H.
Grech, Paul
Hall, Elmer
Howard, Florin Herald
Huebner, Carl Louis
Kelly, Herbert William
Lesniak, Joseph
Lynch, John Joseph
Mitchell, Benjamin Carl
Narvaez, Jose Gonzales
Nobles, Eugene
Page, Don Dolphy
Papineau, Victor J.
Parker, Moses Grant

Proctor, Joseph Walter
Reed, Holloway William
Reilly, John J.
Ross, Richard
Taylor, Leslie
Teagarden, Kenneth
Turner, Lemuel
Vincent, Thomas George
Wayson, John William
Westover, Hal
White, Charles Thomas
Wilcox, John Horton
Williams, James
Willis, George Monroe
Woods, Frank Lester
Wright, Nathaniel Burnett
Wright, Oswald amuel
Sumpf, Herbert Victor
The following SIU men received Mariner's Medals for wounds or physical injuries received from enemy action:

Barbee, Robert
Cullison, Zachariah
De Duisin, Dusan
Dickey, Rexford
Grauwichkle, Charles
Kurtz, George.

WHAT'S DOING**Around the Ports****NEW YORK**

This ends another week with all beefs being settled aboard the ships before payoffs.

There was a big Steward Department beef on the George Pendleton of the Calmar SS Company which came to \$1160 for the crew. It was settled before the crew paid off the ship.

The Captain of the SS Richard Bassett of the Bull Line had quite a number of hours of the Steward Department overtime disputed because he said he did not know that painting was overtime for the Steward Department. This is very clear in the agreement but the beef had to be taken over the master's head to the company office before it was settled. This was settled before the ship paid off.

The Richard Alvey and Rufus Peckham both had extremely clear payoffs.

The Bayou Chico of the Waterman SS Company was another ship with very few beefs.

The SS Rafeal Semmes of the Waterman has a captain that is still living in the past. On the last trip the Stewards Department had overtime for feeding him meals on the bridge or in his room. This beef was straightened out and the old man was warned not to let this happen again. Throughout the last voyage he continued to have his meals served on the bridge. He informed the boarding Patrolman that he has always had this done and will continue to do so. The boarding Patrolman and Waterman SS Company both agreed that this was a captain's right, so long as 90c an hour was paid to the messman that served him. The union took the stand that 90c an hour must be paid and that they don't give a damn who paid it. For once the company agreed with the union but decided that the master would pay it as he was getting the service. The money came out of the captain's pocket for this beef and possibly he will eat in the saloon from now on.

The SS Varnada Victory of South Atlantic SS Company came in with a subsistence beef. The stove was out of order for 21 days and the crew were fed sandwiches and water. They can collect full subsistence for these 21 days at the South Atlantic office.

James Downe, Book No. 3112, an old timer, was in to pay up his dues last week and he presented his original book that survived through three torpedoings. The book looked a little ragged, but has come through a lot less shaken than a number of us.

The repatriated crew of the Henry Bacon paid off here last week. There were only 24 survivors and they told a story that should make us proud to be union brothers to some of the crew that went down with her.

Waterman has had three ships, the SS Bayou Chico, Gateway City, and Arizpa scheduled to be

sold to the Russian Government, but these orders were changed so we will still be riding them for a while longer.

Patrolman Volpian is now making the hospitals a couple of days a week. He reports that we have about 60 members in different Marine hospitals in this port.

Volpian also defended 15 cases to the Coast Guard this week and batted 1,000 as none of them lost their papers.

There were 30 ships paid off here in the past week, quite a number of them being of the C-type ships. They have not begun to crew up yet. The dispatchers are having a hard time crewing the ships without calling the WSA.

When all these ships start crewing up they are going to need a lot of men, so if there are any men up or down the coast that want to catch a ship they should be able to ship within a week for most any rating from the port of New York.

J. P. SHULER, Patrolman

Shipping in the Port of New York has fallen off somewhat, with only 1500 men having shipped in the last two weeks. But things should start booming now, as we paid off seven ships last Tuesday, with others due soon.

We shipped five ABs from Norfolk this past week, with the WSA paying transportation, and five more from Baltimore. This is a good means of cutting the "Fink Halls."

We have definite word that the Gateway City is being converted to a reefer. It should be ready to sail in five weeks, and anyone having a reefer endorsement would be appreciated up this way.

We have a new organizer, Whitey Lykke, who is hitting on all cylinders. Right now he has his hands full with a tanker election coming up this week.

Spring is beginning to show itself here in New York, so all you fellows that went south with the birds can come back now that the birds have returned.

Paul and I have been talking each other blue in the face about victory gardens in our few slow moments. Paul even came in with a couple of blisters to show his good faith.

It's a downright pity that some of our members refuse to cooperate or are lacking in union education. When you're shipped out, please read the reverse side of your assignment card. Live up to what it says; if you don't, please don't argue with the dispatcher about being dropped to the bottom of the shipping list.

Some of the boys take jobs out and then refuse them—but don't notify us. And then expect to get their cards back. They won't.

If you take a job, but then find it's N.G., you have 72 hours in which to pile off. But remember if you don't take the job and don't notify us, you are dropped according to the regulations

printed on the reverse side of your assignment card.

Keep yourself posted as to shipping in New York with the Log, and drop in and see us.

**PAUL and AL,
New York Dispatchers**

BALTIMORE

There is an old parable in the Bible which says (some like) as you soweth, so shall you reap. These few words have a world of meaning when applied to the trade union movement. If you want your union to grow, then it is up to you to get into the field and help organize the unorganized.

The maritime field has not been fully exploited by organized labor. There remain many companies which are operating water born traffic but do not have a contract with any union.

The SIU has set up an organizing campaign to bring union conditions to many of these unorganized seamen. In the post war era our union has a dual responsibility, one is to see that a maximum of jobs come into our hiring halls and to see that there are no men working under sub-standard conditions and thus potential sinks on union men.

It is natural for some people to assume that the present high wage levels will be maintained after the war, but this is a great mistake. The employers have no intention of giving up some of their profits made so easily in war time. As a matter of fact, when these war profits end, they will try to make up for them by reaching into the pockets of the seamen and reducing their wages, giving them rotten food and lousy conditions.

The only way for seamen to protect themselves is to join the SIU. Only then will they remain free American workers, and not slaves.

M. MCKAY, Agent

PUERTO RICO

A six week strike against the sugar bosses came to an end this week with a victory for the workers.

Field hands and cane cutters were raised 23 cents a day, bringing the minimums up to \$1.83 for cutters and \$1.73 for the field workers. Mill workers will now receive a minimum wage of 37 cents an hour.

There were about 150,000 sugar workers out on strike, which was called by the General Confederation of Workers.

It was a noble victory, not only for us, but for the sugar interests as well, as the Commodity Credit Corporation increased the subsidy on sugar to cover the raises. In short, everybody won, except the poor taxpayer who has to pay more taxes to protect profits.

Anyway, the sugar boats will be running soon.

MANUEL

The Membership Says

The following recommendations for improvements to be made in living conditions aboard the SS Bayou Chico have been drawn up by the book members in good standing whose signatures appear at the end of this article. It is earnestly urged upon the officials of the Port of New York that these recommendations be taken up with proper parties at the Waterman office, to whom a copy of these recommendations is being forwarded through the master of the vessel.

The vessel at present falls far short of standards accepted by



the SIU as acceptable to union seamen. We feel, however, that these recommendations are just and reasonable and that improvements can be easily made before she sails. And this would make the ship more of a credit to the SIU and to the Waterman SS Company.

Here are the recommendations:

1. Install adequate hot and cold water showers as provided for in the agreement with this company. Showers should be larger and better situated.

2. Provide a means for removing stagnant water from the fan tail.

3. Repair port holes. Fit new gaskets on ports to insure black-out. Fit new glass where needed. Oil dogs on all ports and fix for easy working. Line up dogs for black-out screen.

4. Install scupper in deck outside deck department shower and fix scupper outside engine showers flush with deck.

American-Hawaiian Line Hits The Jackpot

Shed a tear for the poor steamship companies, who are giving their all for the war effort—and taking all.

Take the good old American Hawaiian Steamship Company. Good old A-H just hit the jackpot for more than 7 million bucks, which proves that patriotism, besides giving you that old glowing feeling, also pays well.

Seems like good old A-H had 11 old tubs floating around that had been launched in those dark years between 1910 and 1921. They were lost through enemy action and the WSA has just ponied up all that dough—averaging more than \$650,000 per boat—and given it to A-H to ease its heartache and remove the red ink.

Oh, yes, the payment included allowances for delay in payments on boats sunk in 1942 and 1943.

Incidentally, 34 SUP men were lost on these ships.

5. Repair all decks to remove overhead leaks in foc'sles and mess rooms.

6. Check all bunks and renew springs where needed.

7. Replace or repair broken deck guard around steering engine to prevent oil and water from slopping up deck.

8. Provide electric toaster for crew mess room.

9. Secure all engine room hand rails and gratings. Many gratings are loose and on two occasions have fallen through when men were using walks.

10. Repair valves on all boilers for blowing tubes.

11. Install wash room for cleaning clothes on starboard side of shelter deck, with water line, scrubbing table and steam line.

12. Provide better quarters for firemen and wipers. On this ship these crew members sleep in a foc'sle that hasn't changed from the standards of 1919, when the ship was built. Quarters are crowded, ill-ventilated and uncomfortable. It is recommended and urged that another room be provided to accomodate either firemen or wipers.

13. Fumigate vessel against rats.

14. Repair doors on crew lockers where necessary.

15. Provide adequate baking board for galley so that night cook need not mix bread on mess room table.

16. Provide better ventilation for galley, including skylight or port hole fans and black out screens.

It is further suggested that a copy of the list be published in the *Seafarers Log* so that SIU men may know conditions below standard need not be accepted nor tolerated.

Fraternally submitted,
**JOHN BUNKER
RAYMOND FREYE
JOSEPH GREENBAUM
ALPHONSE FLYNN
HARRY GLOCK
LEWIS MARCHETTE
EDWARD ROGERS
NILS DAMMER**

900 Shipyard Workers Strike At Kaiser Plant

RICHMOND, Calif., Mar. 24—Nine hundred members of an AFL shipbuilding union quit work at Henry J. Kaiser's Richmond SY No. 3 today, protesting what the union described as a violation of agreements by the management. Stan Lore, business agent of the AFL Lofts-men, Shipwrights, Joiners and Boatbuilders Union, said "This is not a strike. We are holding protest meetings 24 hours a day." Officials of the yard were not available for comment.



Texas Votes Probe Of Labor Hating 'Christian-Americans'

AUSTIN, Tex.—Following charges of scandal and high-pressure lobbying, the Texas House of Representatives voted 111 to 14 to investigate the notorious Christian-American Association which is sponsoring anti-labor legislation in Texas and many other States.

A legislative committee was given broad authority to subpoena all books, records and financial accounts of the organization which, according to charges made in the debate, is "spending thousands of dollars" to enact House Bill No. 12 which would outlaw the union-shop and a State Constitutional amendment with the same objective.

One of the significant features of the investigation was the fact that it was sponsored by Rep. Ennis Favors, who originally sponsored the legislative proposal of the Christian-American Association. In a speech before the House he explained:

"I want to say that I have consistently voted for House Bill No. 12. But I don't propose to vote for it any more until these charges are investigated. I'm telling you that scandalous charges are being made on the streets of Austin and in hotel lobbies. There's a bug under the chip somewhere."

U. S. Senator W. Lee (Pass the Biscuits Pappy) O'Daniel, a confirmed labor-baiter who has consistently denied any hook-up with the Christian-American Association, may figure in the probe.

At the last minute an amendment was adopted broadening the investigation to include the activities of Texas unions fighting the union-shop ban. The amendment was sponsored by Rep. E. Nicholson, one of the co-authors of the Christian-American bill.

Texas labor leaders said they had no objection to the inquiry and would welcome the opportunity to go before the legislative committee to tell their side of the story.

Crew Of Francis Lee Spend Fine Christmas

This much at least can be said for the recent crew of the Francis L. Lee, a Robin Line Liberty ship. Not only was she perfect as far as Deck, Engine, and Steward's Departments were concerned, but perfect cooperation between merchant marine, Navy, and Army was brought to light at Christmas time.

This is the story: It was our lot to be laying at anchor in the Azores when this all important holiday came along; not only in the Azores, but confined to the ship. This meant that we had little to look forward to, so after a short pow-wow it was decided that we would have a party of our own.

With the approval of Captain Marion Pavletich, (plus a nice contribution), a collection was taken up amongst the officers to purchase liquid Christmas cheer. A short sales talk by myself with Army officials produced a real honest to God Christmas tree, one that had been flown in for their own use from Canada. The tree was erected by the Deck Department, trimmed by the gun crew who also decorated No. 3 Hold, while the lighting effects were taken care of by the black gang. The ship's officers made the tree ornaments from magazine covers and cotton. Right about here the Steward's department took over, and these boys really turned out a feed fit for kings, set on a table that would do credit to the finest hotel. In all, there were 31 different items including meats, salads, pies, cakes, cookies, candy, and nuts, even good old American HOT DOGS; nothing was overlooked. The gun crew furnished an improvised orchestra, and all hands turned to to furnish their share of the entertainment. The evening was topped off with



hearty community singing, and Christmas carols going till the early hours of morning.

A good time was had by all, and when the folks back home hear of the kind of fellowship that exists amongst the various branches of our armed forces, they are assured that they need never worry about the Nazis or anyone else overrunning the good old U.S.A.

H. W. HAUSE, Chief Steward
SS Francis L. Lee



Christmas tree rigged up in No. 3 hold of the SS Francis Lee. Liquid cheer is also evident.

LABOR FACES SERIOUS CRISIS IN DRAFT BILL

Some People Like Tripe



WASHINGTON, D. C.—Now is the time for all good men to come to the aid of the party. Now is the time to talk tripe!

No, we aren't practicing on our typewriter. We are inspired by a letter from the New Economic Stabilization Director, William H. Davis, to his successor as Chairman of the National War Labor Board, George Taylor, which winds up as follows:

"We need to look ahead with all the foresight we can muster; to estimate as closely as we can and plan for foreseeable contingencies. But we should not relax controls until we have felt the force of the impending change and had a chance to check our policies in the light of its observed and measured effect upon the economic currents."

"Now is no time to relax either the price controls or the wage controls developed under the Stabilization Act of Oct. 2, 1942. It is rather a time to push ahead with all the seven points of the stabilization policy announced in the President's message to Congress of April 27, 1942."

Yes, sir, the date of that policy referred to by Mr. Davis was April 27, 1942. Now is the time, three years later, to do something about it, says Mr. Davis. And that is the tripe which some of America's public officials are trying to feed the nation's workers instead of the wage increases to which they are justly entitled!

The only part of the 7-point program mentioned by Mr. Davis which was ever strictly enforced was wage control. Price control has been seriously relaxed while profit control and high income control have been abandoned.

MONEY DUE

SS RAWL

Anderson, 8 hrs; LaPlant, 4 hrs; Huddle, 1 hr. Collect at Bull Line Office.

SS DANIEL HUGER

Voyage No. 7

The following men can collect room allowance due them for November 18 to November 20:

Charles H. Bush, \$5.94; J. J. Boehm, \$5.94; Louis Wendler, \$5.94; Stefan Kadziola, \$5.94; Lawrence McVey, \$5.94; Joseph D. Caldwell, \$5.94; John McPhilips, \$5.94; Hugh E. Lee, \$5.94; Frank Littleton, \$5.94; William T. Connelly, \$5.94; Harvey Eaton, \$5.94; Chas J. Hengtgen, \$5.94; William Warfel, \$5.94; Russell Swinehard, \$5.94; Carl L. Leslie, \$5.94; Joseph Pascente, \$5.94; Frank Wilson, \$5.94; Robert Ush-

er, \$5.94; Chas B. Funderburk, \$5.94; Virgil L. Frederick, \$5.94; John Medvesky, \$5.94; Patrick S. Steakin, \$5.94; Mike Dikun, \$5.94; Clinton McDougal, \$5.94; William F. Thompson, \$5.94; C. B. Maxwell, \$5.94; Quendo Bonet, \$5.94. Collect at Mississippi Line Office.

SS LOU GEHRIG

The following men have vouchers waiting for them at the Agent's Office, 51 Beaver Street, N. Y.: Charles P. Mitchell, Frederick C. Arsneau, Arthur L. Kerr, Geo. C. Francis, Thomas F. Campbell, Harlan J. Veasey, Lynn R. Stahl, Arne W. Jensby, Nikodem Olewnik, Jesse L. Wadde, Gerard Morin, Douglas W. Brown, Alfred Wismann, Saad Aly, Edward Searles, John H. Healey, Jr., John A. Fay.

SS ARIZPA

Attack bonus payable at Antwerp, Belgium, Dec. 1, 1944. Collect at Waterman SS Co. Office.

SS WARD HUNT

W. E. Hemingbrough, 12 hrs; Morris Janovitz, 12 hrs; James Gaffney, 12 hrs; Robert Bromley, 16 hrs; Melvin Buchan, 22 hrs; Emil A. Gomez, 12 hrs; King, 12 hrs; Robert Hodges, 12 hrs; Ervin Anderson, 12 hrs. Collect at Bull Line Office.

SS JOHN POE

\$125 attack bonus payable to all crew members. Chas. O. Bean, 16 hrs. Collect at Bull Line Office.

WASHINGTON, D. C.—The legislative situation in Congress on forced labor draft proposals has taken a critical and dangerous turn.

The House of Representatives, following its recent anti-labor trend, refused to concur with the voluntary manpower bill adopted by the Senate and sent the measure to conference.

The legislation now rests with the conference committees appointed by the House and the Senate and the membership of these committees appears to be packed with proponents of forced-labor schemes.

During the next week or two the conference committees will try to work out a compromise between the dangerous May-Bailey Bill adopted by the House and the more acceptable O'Mahoney-Kilgore Bill passed by the Senate.

After their first meeting, conferees predicted eventual agreement on a bill for "limited" national service which will provide jail penalties for workers who refuse to take war jobs to which they are assigned.

The American Federation of Labor has fought bitterly since the beginning of the year against any such compulsory legislation. Lined up against labor has been a powerful coalition of Administration forces, the War and Navy Departments and the old guard reactionaries in Congress.

While the AFL triumphed in the Senate, after an initial setback in the House, it was pointed out that it is extremely more difficult to defeat a conference report in either branch of Congress than a bill coming up for original consideration.

That is why legislative experts consider the present situation more dangerous to labor than at any time since the President first recommended labor draft legislation to Congress.

Even the fact that the armed forces of the United Nations have been making such tremendous progress against Germany that collapse of the Nazis by summer is being freely predicted, is not likely to halt adoption of some form of labor draft.

Senator Thomas of Utah, chairman of the Military Affairs Committee, stated that the Senate conferees had suggested that the House managers agree to a provision under which the WMC would be authorized to investigate the utilization of labor by the War and Navy Departments and other agencies of the Government.

"In view of the findings in investigations by the Byrd Economy Committee and the Mead Committee Investigating the War Program," Senator Thomas declared, "I don't think anyone is disposed to disagree to that."

He reported the "beginnings of compromise."

Ship Disposal Bill Up Again

The ships disposal bill pending in the House Merchant Marine Committee, received another lease on life this week when it was announced that Committee hearings would be reopened prior to any disposition of the legislation.

Chairman Bland of the House Committee fixed April 19 as the date for resumption of hearings on the bill. At that time Admiral Land is scheduled to reappear before the Committee, and again urge its passage. Other representatives of the shipowners will also testify.

This is the bill which received condemnation by the SIU-SUP three weeks ago when Vice Presidents John Hawk and Morris Weisberger appeared before the Committee in Washington. Both Hawk and Weisberger made it clear at that time that the AFL seamen were opposed to a wholesale and indiscriminate disposal of American tonnage to either the foreign operators or the junk yard.

Demanding post war jobs for the members of the SIU, Hawk and Weisberger advised the Congressmen to delay disposal of American ships until such time that the American operators had been given an opportunity to determine their own post war needs.

One of the major drawbacks to the bill as drawn up by the U. S. Maritime Commission, was the fact that foreign operators were given a chance to purchase American ships under more favorable conditions than were the American operators. A French shipowner, for instance, could buy a Liberty or C ship on the basis of pre-war French construction costs. The American operators, on the other hand, would be required to pay on the basis of the higher pre-war American costs.

Hawk and Weisberger pointed out that this discriminated against the American operator, and therefore meant fewer jobs for American seamen in the post war period.

Notice For All In-Patients

If you are in a marine hospital in the New York area and want to be sure that the SIU hospital delegate visits you, simply drop him a penny post card and write your name, ward number and hospital on it. You will then be visited weekly, receive the Seafarers Log regularly, and get the \$2 hospital benefits due under the provisions of the Constitution.

If you don't let the union know that you are laid up, the delegate can't be blamed for failing to visit you.

PERSONALS

WILLIAM J. SCANLON

See attorney Richard M. Cantor in New York City.

CREW

SS GEORGE PENDLETON

During the payoff at the Calmar office on March 22nd, some one accidentally took Patrolman Johnny Johnston's top coat. It was brown gabardine and had an English label. Please return it to the 5th floor of the New York headquarters.

ANTHONY GRAZIANO

Please call at headquarters office; you have the wrong Probationary book in your possession. Your correct book is waiting for you.

CREW OF TUG ANACAPA

See Attorney Sol. Berenholtz, 1102 Court Square Building, Baltimore, concerning your claims while salvaging the SS Balls Bluff.

W. S. VAN VEEN

Your discharge from the SS John Grier Hibben, dated 9-5-44 is in the New York Agent's office.

FRANK L. WILSON

Some of your papers are being held in the lost and found department of the Seamen's Church Institute, 25 South Street, New York.

The Skipper Doesn't Like Strangers In The Messroom

Speaking of bucko skippers, we had one on the last trip. If you don't think so, take a gander at the following notice which was posted on the bulletin board of the SS Antinous.

H. W. BASCH, Engine Delegate

CREW NOTICE

1. Keep Soldiers, Stevedores, and strangers out and away from your messrooms.

2. If the messroom is found in a condition such as it was this morning it, or they, will be locked up and key placed in care of the officer on duty so that only those actually on duty will have access to it for night lunch. The messboy is not aboard as your servant and has enough to do to handle meals and wash dishes and clean up during daytime, without having to walk into a pigsty in the morning. It was 11 a.m. before he caught up with everything this A.M.

3. You have a recreation room aft. I don't know whom it was last night that kept singing and shouting up until 11:30 P.M., keeping everybody awake amidships. Stop it voluntarily or I'll stop it by sending you up to the Army Pen.

4. If as last night, U.S. Government property continues to be destroyed, appropriate measures will be taken to find out who does it and the offenders made to pay.

T. R. Sorensen, Master
SS Antinous



SIU UNCLAIMED WAGES

American Liberty Steamship Corp. As of Feb. 28, 1945

| | | |
|---------------------------|---------|----------------------------------|
| Mose Morrie | 3.55 | ANSON BURLINGAME VOYAGE 1 |
| N | | George A. Putney 6.42 |
| William Nickel, Sr. | .69 | P. Fitzgerald 10.56 |
| E. W. Nitcher (USNR) | 9.75 | Lester Bretton 29.60 |
| P. Nolan | 5.94 | |
| O | | ANSON BURLINGAME VOYAGE 2 |
| Philip N. O'Connor | 3.44 | Robert L. Hunt 45.32 |
| Harold R. O'Cull | 59.93 | Edil Carroll 4.74 |
| Thomas Olden | 93.64 | James H. Black 16.36 |
| William S. Olsen | 4.13 | Leonard Clements 14.58 |
| P | | M. Gallagher 16.83 |
| W. R. Parry | 7.22 | William Temple 15.65 |
| Edmund F. Paul | 5.69 | Chester Buckmaster 15.65 |
| William Pennings | 5.51 | Terrence Bradley 14.26 |
| John P. Piazik | 7.57 | Gordan E. Brew 17.86 |
| Manuel Primack | 112.34 | Robert L. Hunt 24.58 |
| Harold Primack | 5.51 | Opie W. Barrier 17.34 |
| R | | Paul A. Bell 14.40 |
| Tully Robertson | 1.48 | David W. Akin 85.32 |
| Charles Rogers | 46.93 | Edil E. Carroll 143.12 |
| Owen S. Rogers | 7.11 | Herbert Labeigriga 18.00 |
| Michael Roland | 2.97 | John Hughes 24.00 |
| Charles Rolkiewicz | 108.78 | |
| George Rosenberg | 7.42 | ANSON BURLINGAME VOYAGE 3 |
| Ansel B. Rossan | 3.91 | W. Skinner 15.34 |
| Victor C. Ryan | 5.92 | |
| S | | ANTONIN DVORAK VOYAGE 2 |
| Joseph Saunders | 4.45 | F. Agniolites 2.84 |
| Charley Schofield | 21.79 | Clarence Hodge 33.06 |
| William J. Scott | 4.98 | ARTHUR R. LEWIS—VOYAGE 1 |
| George Sebastian | 23.82 | Thomas N. Brinson 50.83 |
| Thomas F. Shea | 90.19 | CHARLES FORT—VOYAGE 3 |
| Paul Snook | 2.59 | H. Rountree 23-13 |
| William Shore | 2.11 | C. Hargroves 47.28 |
| James Shutts | 28.08 | |
| Michael Silva | 2.51 | CHARLES GORDON CURTIS VOYAGE 1 |
| Estavo Silvestrin | 2.84 | Bernt O. Bloomquist 27.58 |
| John W. Singer | 7.82 | Roy McWherry 27.58 |
| Otto J. Smith | 61.50 | Raymond J. O'Brien 27.58 |
| Philip Snider | 9.96 | John D. Malafouris 27.58 |
| Christ Staalsen | 7.57 | John H. Phelps 27.58 |
| Roy E. Stream | 8.26 | George E. Wilson 27.58 |
| William Sullivan | 7.42 | Ival Spoeneman 105.94 |
| T | | William Garrett 105.94 |
| D. L. Thomas | 20.76 | |
| Andrew Thompson | 4.98 | CHARLES M. CONRAD VOYAGE 1 |
| Edmund Thompson | 8.53 | Manny Hollander 40.66 |
| Bernie Thompson | 69.68 | O. Jensen 8.92 |
| Thomas T. Tooma | 15.34 | G. E. Perkins 12.60 |
| Benny Troup | 2.81 | |
| John Tucker | 8.95 | CHARLES M. CONRAD VOYAGE 3 |
| V | | George Lucas 13.16 |
| George R. Vickery | 72.52 | |
| W | | CHARLES M. CONRAD VOYAGE 4 |
| William Walker | 26.31 | Eugene Carney 4.00 |
| Klaus Wass | 1.79 | Aubrey Thurman 4.00 |
| George Watt | .07 | Jerzy Piasecki 10.66 |
| Earl White | 126.68 | C. Bono 10.50 |
| Russell T. Wilde | 4.45 | |
| Joseph R. Wing | 77.49 | CHARLES PADDOCK VOYAGE 1 |
| Leo J. Wojck | 7.57 | Raymond E. Greenwell 9.95 |
| Leland Wood | 8.23 | Charles G. Jett 10.06 |
| Thomas Woods | 4.82 | James L. Crowley 22.12 |
| Alonzo Wright | 36.97 | A. Brice Slaybough 87.54 |
| Y | | D. L. Cain 6.30 |
| J. Youman | 50.00 | Raymond E. Greenwell' 2.11 |
| SEAS SHIPPING CO., Inc. | | |
| Agent/General Agent War | | CHARLES PADDOCK VOYAGE 2 |
| Shipping Administration | | William F. Santry 7.82 |
| 39 Cortlandt Street | | Amos P. Schneider 2.84 |
| ALGIC—VOYAGE 15 | | John D. Bray 5.69 |
| G. Cooper | \$ 8.18 | John P. Murphy 10.66 |
| James Hamilton | 50.48 | Henry A. Nauta 6.40 |
| | | Charles C. Gore 6.40 |
| ALGIC—VOYAGE 16 | | Aubrey C. Mullen 6.40 |
| Harold V. Henhtorn | 33.60 | John B. Edwards 6.40 |
| Mitchell Bein | 6.34 | Roy E. Parker 2.84 |
| | | Noel W. Axtell 1.42 |
| AMY LOWELL—VOYAGE 1 | | Sidney C. Greer 6.75 |
| Leroy S. Jobe | 15.65 | Charles F. Thomas 6.00 |
| Edward S. Harris | 29.19 | Harry R. Ward 6.75 |
| Frederick L. Cherry | 10.20 | Allen L. Clark 10.71 |
| A. Nelson | 1.69 | Jack A. McDaniel 8.89 |
| AMY LOWELL—VOYAGE 2 | | |
| Leroy F. Brooks | 18.98 | |
| Morris H. Anderson | 35.30 | |

Keep In Touch With
Your Draft Board.