

## MWEB Again Oversteps Authority

The Maritime War Emergency Board is again trying to extend its jurisdiction to the field of compensation and general welfare of the seamen—a move being fought by the SIU-SUP.

The MWEB was established at the time of the big bonus beef in 1941, and its sole function is the settlement of disputes between the unions and operators over bonus and war risk insurance rates. Since its establishment, however, it has conducted an almost constant campaign to extend its jurisdiction and authority.

The correspondence printed below is self-explanatory and reveals the latest MWEB maneuver in this direction.

**Maritime War Emergency Board**  
Washington, D. C.

June 17, 1943  
TO THE PARTIES SIGNATORY  
TO THE STATEMENT OF  
PRINCIPLES:

Attached is a copy of a letter which the Maritime War Emergency Board addressed to the Administrator, War Shipping Administration.

Should the Parties Signatory care to comment on the subject outlined in the letter, it is suggested that all comments be addressed to the Administrator, War Shipping Administration, Washington, D. C.

**ERICH NIELSON,**  
Secretary

**Maritime War Emergency Board**  
Washington, D. C.

June 16, 1943

Admiral E. S. Land  
Administrator  
War Shipping Administration  
Washington, D. C.

Dear Admiral Land:

The Maritime War Emergency Board has examined the question of insurance for seamen in the light of recent decisions and the action taken by the War Shipping Administration for the purpose of carrying out the same. The Board recognizes that these decisions and the action which you have taken in conjunction therewith virtually exhaust the field of life and disability insurance for seamen legally open to the Board and the War Shipping Administration.

The Board has been advised that there exists a large field of operating and industrial risks lying beyond the Decision 1A as Amended. Methods of operation of vessels during war times in such fields as loading and discharging create conditions which it is believed materially increase the chances of industrial accidents. While under certain circumstances the seamen might recover under the Jones Act on negligence theories, cases will

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# SHIPOWNER FRAMES-UP 'NEW ENGLAND' SEAMEN

## New Withholding Tax On Wages Explained

By Theodore Thomson

From the 1st of July all seamen will have 20% "pay as you go" tax withheld from their monthly pay.

If you are single you have a monthly basic exemption of \$52 before your income is taxed. If you are married your exemption is \$104, and if married and have one child (or another dependent) your exemption is \$130.00.

You also receive exemptions for additional portions of a month, as follows: for each day over the 30 day exemption you are allowed \$1.70 if single, \$3.50 if married and 85 cents per day for each additional dependent.

Suppose you are out for 3 months and 16 days. If single your exemption would run as follows:

3 months at \$52.00 .....	\$156.00
16 days at \$1.70 .....	27.20

Total exemption .....

If your total wages, overtime and bonus amount to \$735.00 you would then deduct your exemption of \$183.20, and find that \$551.80 is the amount taxable. 20% of your taxable income (\$551.80) would be \$110.36. Deduct this from your total earnings.

Total earnings .....	\$735.00
20% deduction of taxable portion .....	110.36

To determine Federal Old Age Benefit, room and board allowance must be added at the rate of \$36 per month, or \$1.20 per day. Thus, 3 months and 16 days @ \$1.20 is \$127.20, add this to your earnings of \$735.00

127.20	862.20	1% of which is \$8.62, so your final computation would be as follows:
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Total Earnings .....	\$735.00
"Pay as you go" tax .....	110.36
<hr/>	
Social Security Tax .....	8.62
<hr/>	
Net Wages .....	\$616.02

## Company Foments Strike To Jeopardize W.L.B. Case

The SIU was the victim of a huge frame-up this past week-end, a frame-up designed to jeopardize the union's case before the War Labor Board in which a boost of pay was being demanded for the men of the New England Steamship Line.

### Canteen Moves

July 21, 1943

Editor, Seafarers Log,  
2 Stone Street,  
Room 213, New York

Please post this notice on your bulletin board, Spivys original Merchant Marine Canteen will move to a new air-conditioned room Tuesday, July 27, 1943. This is the canteen that opened one year ago at the George Washington Hotel, then moved to the Ritz Tower. Now we are located at the Sheraton Hotel 37 Street and Lexington Avenue. The Canteen will function every Tuesday night. Our first show includes such artists as Frances Faye, Arthur Blake, Nora Sheridan, the floor show of Leon and Eddys, Patsy Flick, the Follies Girls, Sid Gary, Name Band and several other artists. Please come and help us celebrate.

—SPIVY

A wildcat strike broke out on the S.S. Martha's Vineyard on July 25, tying the boat up long enough to miss its morning run on July 26 between New Bedford, Mass., and the island, and long enough to give an opportunity for the Army, Navy and War Labor Board to descend upon the port and threaten all sorts of dire consequences to the men and the union. In a telegram written by a Boston War Labor Board official, the direct threat was made that the Board might rule against the union on its pending case involving the New England men, because of the strike. And therein lies tactic of the shipowner. The strike broke out at the worst possible moment, for the case had only been presented to the WLB panel the day before, and the panel had promised a prompt decision — provided the boats were kept in operation during the time they were considering the case.

### BRASS HATS MOVE

Less than 24 hours after the panel had heard the case, the pin was pulled, all the Brass Hats began to scream about the sabotaging of national defense. Before the union officials had received any official notification of the strike, three army and navy men were on their way to New Bedford, and the Boston papers had mysteriously received a wild press release telling of the hundreds of people stranded at Martha's Vineyard (all of which was promptly printed on the front pages of Monday's papers).

Fortunately Joe Lapham arrived on the spot early Monday morning. He had previously been instructed by the Secretary-Treasurer to inform the men on the "Martha's Vineyard" and the "Nantucket" about the progress of the case before the Board. When Lapham found the pins had been pulled, he telephoned the New York headquarters and upon instruction began to get the men back to work—explaining how their action at this time was playing into the hands of the shipowner.

Only one scheduled trip of the "Martha's Vineyard" was delayed, in spite of the stories car-

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The British Broadcasting Company reported last week that its German monitoring station had picked up an official Nazi broadcast which admitted that the S.S. Robin Moore had been torpedoed on May 21, 1941 by a German submarine.

The Robin Moore, manned by a full SIU crew, was the first American merchant ship torpedoed by the Axis in this war, and went down seven months before we were officially at war with Germany. Up to this week the German Government never officially admitted that one of their subs sank the Robin Moore—even though the SIU crew testified that they had been questioned by the German skipper of the raider which sent the torpedo plunging into their ship.

The above picture of the survivors was taken when they landed in Capetown, South Africa, after spending 14 days in an open lifeboat.



# SEAFARERS LOG

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## CREW HONORS BAKER FOR HEROISM AT SEA

### RESOLUTION

WHEREAS, On April 11, 1943, upon the occasion of an enemy attack upon this vessel and the subsequent temporary abandonment of said vessel, Ordinary Seaman, George E. Baker did voluntarily climb down a rope ladder while the ship was still under way and at great risk to himself did out loose a swamped lifeboat containing the Chief Engineer, J. C. Evans, a one armed man, from the side of the vessel, and

WHEREAS, in consequence of such act the aforesaid George E. Baker did place his life in danger, and suffered fatigue and immersion for a period of nearly half an hour, part of the time in floating oil, before being picked up by a lifeboat, and

WHEREAS, such utter disregard of danger to himself and willingness to risk his life for a partially crippled shipmate unable to help himself are a credit to the finest traditions of the American Merchant Marine, now therefore be it

RESOLVED, that we his shipmates undersigned as a slight token of our admiration for his courageous action, do hereby present this resolution to the said

**GEORGE E. BAKER**

and be it further

RESOLVED, that three copies be made of this resolution. One to be given to the said George E. Baker as a memento of this crew and vessel. The second to be sent to the SIU, of which the said Ordinary Seaman is a member, with a request that this resolution be published in the Seafarer's Log, if the Union may see fit. The third copy to be sent to Smith & Johnson Co., owners of this vessel, to do with as they may see fit.

DATED this 22nd day of June, in the year of our Lord, 1943.

HEADQUARTERS 2nd TANK GP.

A.P.O. 758 U. S. ARMY

Subject: George E. Baker, Ordinary Seaman  
To: Whom it may concern.

1. On April 11, 1943 after the ship upon which I was Cargo Security Officer was engaged in enemy action, I saw George E. Baker go to the aid and rescue the one armed Chief Engineer, who was in a sinking lifeboat.

2. This man did at his own accord risk his life and endanger himself in order to save the life of a shipmate.

3. I personally saw and witnessed the whole episode.

4. This man should be awarded some medal to give him proper recognition for upholding the traditions of the Merchant Marine.

**WILLIAM D. SINGLETON** 0263682  
Major, U. S. Army  
Cargo Security Officer



—The Call

"At the recent NMU Convention the stage was dressed up as a 'Liberty Ship' with Joe Curran standing upon the bridge."

—News Report.

### "Captain" Curran

He stood on the deck  
Of a land-locked ship,  
Far, far from the danger zone,  
A make-believe ship  
With a make-believe skipper,  
Let this, by all, be known,  
A paper-mache ship  
On a political sea,  
With C.P. winds that were  
full blown.

In spite of the roaring  
Gales of loud words  
And Communist breeze that  
blew,  
The ship didn't shiver,  
The ship couldn't move,  
And landlocked were its Pil-  
ots, too,  
For highly paid bombast  
Cannot merit the deeds  
That seamen are called on  
to do.

### LE ENVOI:

A phony ship and a phony  
skipper,  
Ladling the soup with a  
Communist dipper,  
Dipping the GRAVY by the  
light of the moon,  
Charting their course by the  
Great Horned spoon,  
Alas, men awaken from their  
sleep too soon!

—Top-An'-Lift

## Out of the Focs'l

by

J. I.

We wonder why the President ordered Admiral Land (so he says) to put 50% of our new ships that will come down the ways under British Registry? There are thousands of trainees at Sheepshead Bay who have to wait from 3 to 6 months after they finish their course before they can be assigned to a ship. Then there are members of the various seamen's unions who have to wait around some time (especially after a convoy or two comes in) and still Admiral Land answered the former Shipping Board stiff, "No Coffee time Joe," that there is a shortage of American seamen, and that the President deemed it wise to turn over half of our new ships to the British.

A little while back we were talking to a British Mate, who informed us that there was a shortage of British seamen, that the companies in England had to take a great number of black-listed men to sail their ships. Now they suddenly have a surplus of British seamen and our government is worried about the British seamen having too many wrinkles in their bellies (while our ships are returning to Port on short rations) so they turn over our new ships to them.

Admiral Land states that the ships are going to be turned back to us after the war. We happen to remember the condition in which a new C-2 was turned back to us after the British had the ship for 2 trips. The ship was the kind that American seamen call a home, swivel seats in the mess room, tiled bath, etc. When the British got the ship they tore out the swivel seats and replaced them with wooden benches and boarded-up the showers so the British seamen wouldn't get the idea that he was entitled to such luxury. The engine room was a wreck and needed new fittings before the ship could make another voyage. So you see what will happen to all our new ships after they get through with them. They will be in worst condition than some of our rust buckets are in at the present time. It seems as though our Government is not concerned with the welfare of American seamen after the war, nor what happens to those ten million men after they return from the war. It's the same old story, United States foots the bill and the taxpayers gets it in the neck.



## NEW ORLEANS

Things here are in the usual dither, nothing to do but chew finger nails for a few days then the phone starts and all the scows that other ports refuse to have anything to do with start dropping in here. The pride of the Ore line came poleing up the bayous. Senor Squires was on hand to state that she was a beauty, a good feeder and a mighty fine ship along with other things. One of the other things was the fact that Squires tells me that we work under the West Coast agreements but not the general rules. I pointed out to the gent that the SUP states very clearly that Q.Ms. shall stand gangway watch, he says no. Showed him in the Cooks and Stewards that meal hours for supper is from 5:00 o'clock, he says no. I say we shall have committee, he says no committee. I say I ship one good crew this ship and I sing Bye and Bye.

One thing that gets me rather warm around the collar, all the draft dodgers in the nation are telling each other how to run the war. Ferinstance, every night in my search for gems of wisdom I turn on my five buck (pre-war) radio and about all I hear is the great need for merchant seamen. They state very definitely that this is vital and that all recruits shall be draft free. Also they advertise that if you go to the upgrade school that they have here that this is also draft free. I have men who have gone to sea for years, one man has had exactly five weeks ashore since the war started. He signed on foreign articles on the seventh, on the tenth (nearly sailing day) he got his orders to report for induction, he went to his board and told them he was about to sail. No smoke, Army bound. He contacted the hall and we called everybody in the State and at the last minute, from what he gathered from everybody he decided to sail anyway. We may have a real beef on this in the near future and if we do I believe that we should carry it to the highest power possible and find out once and for all if the fink herders can guarantee clearance and the men that are actually sailing the ships get kicked around like a football.

Steady as she goes.

ARMY, Agent

Shipping has slowed down some around this port. Plenty of shipping on West Coast ships.

Had a beef on a ship from the coast in regards to transportation, the beef is still hanging fire with the crew remaining on the ship and the Captain trying to get them to pay off under mutual consent. All other ships that paid off the crew under mutual consent later paid off the remaining crew members with transportation back to the coast. Anyone having a beef in regards to transportation should sit tight until all the cargo is out, then they will probably pay off with transportation back to the coast.

One of our ships went out recently with quite a few Sea Bee's aboard. I wonder if Brother Jason, former Patrolman from N.O., will be one of the many Sea Bees being sent across? Bro. Jason didn't know Sea Bees were sent overseas when he joined up

## WHAT'S DOING

## Around the Ports

with the outfit. At least Bro. Jason can rest assured the ships carrying Sea Bees are well armed and well convoyed and not many, if any, get hit by tin fishes. The quarters for troops going over seas are not as roomy and comfortable as the quarters SIU men have on ships, so Jason will have to put up with cramped quarters for a few weeks going across. Bon voyage, Bro. Jason.

Brother Bob Burton is out at the Rest Home in Pass Christian, Mississippi. He's lost three ships since the war started, so it looks like he's a bad bet as a shipmate. He's very un-patriotic because he just don't bring the ships back after taking them out. The last crew that was with Bob claim he's a damn good cook or maybe the fish he cooked tasted good because they were in the lifeboat for 11 days. Bob said he doesn't recommend the rations they have in the lifeboats for a good mid-night snack, and fish cooked with sun burn oil is much better than anything they have in the boats. Bob said for all SIU men that are in the Gulf Area to come out to Camp Kittiwake and really enjoy life, according to Bob it's tops and he is going to home-stead until they kick him out.

C. J. STEPHENS,  
Patrolman

## PHILADELPHIA

Regards to all SIU & SUP members all over the world, and here we come with a little bit of sense and also a little nonsense.

Our old pickle puss Agent, Jo Jo Flanagan paid Philadelphia a recent visit, and "OLD SARCASM," himself is still the ugliest man in the universe, but he came into the hall dressed ala John Barrymore. But that Army G.I. haircut sure looked bad. Are you planning on joining the U. S. Army or the Salvation Army, Jo Jo?

Leo (The Lip) Gillis is doing real well now. He is the Dispatcher here, and is doing a swell job, both as a dispatcher and a diplomat. We always knew that you had the brains and initiative Lippy, and from now on, when George (The Greek) Karpetos tries to tell us that you are dumb enough to sail on molasses tankers, we are going to ship him over to Sicily.

The SS— of a certain well known steamship line, and this is no BULL either, tried to leave with a full verified crew of seamen, and also a double crew of cock-roaches and termites. The crew got in connection with our very boisterous Agent, and he immediately went into a few contortions, face turning red, forehead white, and fists doubled up, and boy what a grand slam battle he had with this famous company's stooges. (All of the battle was in words). Hell Yes, he won, and the company had the ship fumigated, much against their will.

Clarence (Corn Pone) Hodge, Pete (ha ha) De Vries, Catha-houla Larsen, Bob (Do the worst you can) Hillman and quite a

few of the old Philly stiffs are beginning to show up here, and ready to sail another rust bucket anywhere or anyhow. Hodge states that he went aboard the above named vessel, and made himself a sandwich, whereupon, five large cock-roaches immediately grabbed the sandwich away from him, and from what Hodge avers, one of the roaches must have been a Charley McCarthy, for he yelled: Hey Corn Pone, don't you get any mustard on these Iron Maidens (Liberty Ships)?

Harry (Man Mountain Dean) Collins, has lost 14 pounds, 3 ounces running up and down the waterfront. Keep it up Harry and you will soon be as streamlined as Joe Volpian used to be when he was a working stiff. Rosey Rosenberg, the galloping Ordinary Seaman has now galloped back on board of a liberty rust bucket to go to parts unknown. Hey Rosey, did you really fall for that little red-head in Australia? Remember you are an old-timer Rosey, and we are at a premium here in America, and I'm not cooking with gas either.

Joe (RACE HORSE) Volpian, according to the Galley News is still around New York, and the writer, who has just made a tour of Louisiana, Mississippi, Tennessee, Indiana, Illinois, and back through Florida finds out that now that "Count Fleet," that great champion race horse has retired, Joe will not be able to pick any winners. Now Joe, we know your a great handicapper from the City of New Orleans, and never a one horse parlay player. Get in there and pitch Joseph. Where, oh where are you Ray "Red" Sweeney? See that Joe does not cry his eyes out over Count Fleet.

The writer has just won his case against a famous Mobile SS Co., and such case set a precedent that no matter where a seaman gets hurt or injured, as long as he is on the articles, and did not get injured through his own misconduct, the SS Company is responsible. This is a break for all Merchant Seamen, and though all of the SS stooges and their under-stooges tried like hell to beat the case, the United States Supreme Court said to them: Pay off and shut up.

Rope chokers (AB's) are really scarce around here, and as Curve Ball Wallace once stated: We have good AB's and then we also have those that like to go to school first to learn how to really lay down and let the honest-to-God AB's do the real work. In fact, some of these trainees ask so many foolish and nonsensical questions that they will drive a real AB to see a psychiatrist to find out whether they have dementia-praecox or psychosis. In American the above means crazy.

Henry McLemore is at the whole old quashy bunk again. Harry, are you trying to be a second Westbrook Pegler? If so, then why don't you get paid for your column (Pegler does) and also you can get on the NAM's payroll also. In case you are too

thick to know what NAM signifies, for your information, it is the National Association of Manufacturers, who would have a real union man shot if he asked for a crumb of bread. In closing, Henry, please allow me to state that the kind of tripe that you write, such as the Merchant Sailors do nothing on board ships, and that the gun crew does it all, would fit very good into the Chicago Tribune, or I might go so far as to say the "DAILY SHIRKER" (Daily Worker, to you Hank).

Enough said now, Mr. Editor, and so for an adios from the gang in the Scrapple Eating City and from the writer, scallions to the likes of Pegler, McLemore and their bosses.

D.C.J.

## GALVESTON

Things have picked up in the past week for this port. Had the experience of seeing the conditions on a ship that the company will not sign an agreement with any union. The fireman on watch, while working cargo between 5 p.m. and 8 a.m., does not receive any overtime. This ship carries no deck engineer. The overtime is 85c per hour. Two pots on the stove, while the saloon has pork chops and what not, the messroom is served hot dogs. The steward was asked for milk for the crew, he stated that milk was only for the officers. And for dessert (plenty of prunes, dried peaches) when there is plenty of fresh fruit here in this port going to waste. Yes, boys, this is an American WSA owned ship.

I was to understand that all quarters on the Liberty ships were to be uniform. Not on this one. Where the oilers room is on the starboard side, that was torn down, made into a real good room for none other than the steward. The oilers were pushed back in the small room on the port side. In Washington they told me nothing but full lockers for our gallant seamen, not on this ship. By the looks of this ship, they are starting to bring back conditions of the old days. Here is something for the RMO and unorganized to think over. Why should a seaman join the SIU. Why should he join a union just to get a job, why should he pay dues. Aren't unions more or less of a racket? Aren't union leaders usually unscrupulous, or downright dishonest? What do they ever do for their membership? These questions are not new Brother. You have heard them before; in fact, they are very old. Let us endeavor to examine these questions and determine wheather there is any basis for us to believe that they are true. If they are true, no one should join a labor union; no one should join the SIU. Let us see:

One does not have to join the SIU to get a job. Almost every member of the SIU had, or could of had a job before he ever heard of the SIU. Why? Many members joined the SIU in order to help us sail the ship, to

do something for their country, to help win the war, and, incidently to benefit themselves, financially and otherwise. What the average person wants to know is this: what has the SIU done, or what will it do, which would make it worthwhile to invest his money in a union book and pay dues? The answer to this question is: Look at the wages, overtime and the working conditions of the SIU contract ships. They head all, which is something for the NMU to shoot for to get in their contracts. Ask any member of the SIU, he can tell you.

In the first place, the SIU is an honestly-run Union. We invite anyone to produce evidence to the contrary. This union is clean and its officials are honest, will not sell you out. It has an unblemished record. Its officials do not shake a tin can in front of your face everytime you pay off, or call at the union hall, to give a helping hand to Russia, Bridges, U. S. S. or what have you. And we do not sponsor lost causes; we do not engage in political action, or does it collect or attempt to collect funds for any outside organizations, movements, causes, or individuals. When this war is over, you will need the SIU. Don't let your union spirit down now.

E. R. WALLACE, Agent

## NORFOLK

West Coast ships are piling in-to Norfolk every day, Hammond Lumber, American Haywire, Warehouse, McCormick, Alaska Fisheries, etc., and thus far not a single SUP member has remained in Norfolk after paying off. This month so far we have shipped 18 AB's, 13 Ordinaries, 2 Carpenters and one Bos'n on these ships, the majority of them permit card men. There are beefs galore on these ships but most of them have to be referred to the hall in New York—another headache for Weisberger.

Right now the most acute local headache is a shortage of coal burning firemen, both white and colored. FLASH to Brother FLANAGAN: We have a four watch agreement with one company and in addition an extra fireman is carried plus every one getting every fourth trip off with full pay—this goes for the AB's also. The Cooks get every other trip off with pay.

BROTHER PARKER and the Tampa gang should be interested in knowing that ADMIRAL BLINKIE ROBERTS has discarded his high pressure outfit in favor of a shovel and is now busily manhandling the black diamonds. "Red" Simmons is Ch. Steward on the same wagon and several other Tampaites, including "Red" Duffy, "Babe" Miller, and Brother Gonzalez, have also become knights of the shovel and slice bar.

A beef on a new South Atlantic Liberty ship was settled satisfactorily after a few logs were cancelled and charges against two crew members dropped. We believe the Captain is now a wiser man and incidentally, the mate a sadder man. Other beefs on other ships were on minor issues and were straightened out aboard ship. A NMU Steward crept aboard a Bull ship but was promptly yanked and

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# Around The Ports

## MWEB Again Oversteps Authority

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arise where negligence is not present, and accordingly, no right of compensation, except the very limited right to maintenance and cure, from the resulting disability will exist. Furthermore, the question of what is negligence under wartime conditions presents many difficult problems.

As was so pertinently pointed out to the Congress in the course of the hearings on the "Omnibus Bill," the vessel and her cargo are fully protected against all risks of loss, expense, or damage, and it seems to the Board that every effort should be made in justice to the seamen and in the interest of the American Merchant Marine, to afford to them coverage equally comprehensive. Regardless of the cause which results in the loss of life or disability of the seamen the practical consequences to him or his dependents remains unchanged.

Therefore, the Board respectfully suggests that the War Shipping Administration consider what steps might be taken, as a wartime measure, to provide death and disability insurance which will cover the field of operating and industrial risks lying beyond the Decision 1A as Amended, of the Maritime War Emergency Board. In the event the War Shipping Administration considers it desirable and necessary to provide a form of industrial insurance, the Board suggests that the agreement of both unions and operators to the broad objectives of the proposed program should be solicited and the support of such interests obtained to the greatest possible extent prior to any consideration of the details of a specific insurance problem.

(Signed)

Edward Macauley, Chairman  
Frank P. Graham  
John R. Steelman

July 23, 1943

Admiral E. S. Land,  
Administrator  
War Shipping Administration  
Washington, D. C.

Dear Sir:

I received from the Maritime War Emergency Board a copy of a letter sent by that body to you concerning compensation rules for injured and disabled seamen. Since the MWEB asked that I send my comments to you, I am doing so.

In the first place let me repeat what this union has said time and again—the question of compensation for injuries aside from regular war risk insurance is entirely outside of the jurisdiction of the MWEB. The Board was established for the sole purpose of settling bonus and war risk insurance disputes between the unions and the operators. It should confine itself to this task.

As for the letter, I find it vague. Does the Board have in mind some sort of compensation act, similar to the Longshore-

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replaced with a man from the hall.

**WARNING — QUITE A FEW NMU BORERS ARE CREEPING ABOARD SIU SHIPS IN BALTIMORE AND NEW YORK THRU THE MEDIUM OF THE WSA.**—We get rid of the termites here but the best cure is an examination of discharges of these guys when they first show up. Today two of them showed up from the WSA and in addition to admitting NMU membership after their papers were examined, they also admitted having sailed SIU ships on trip cards. We dispatched them right back to the WSA. Their names are—MONROE SIMMON and WM. J. LARKIN. Watch out for these birds. A committee from the floor examined them and recommended that they be allowed to ship only after repudiating the NMU and paying all dues and assessments plus dues for the time they were sailing on a SIU ship.

**FINALLY**—If any old timers want a good soft coal burning job with plenty of groceries and a good agreement—**THEN GET ON THE WAY TO NORFOLK**—White or colored—there are jobs for both if they're book members.

MARTY TRAINOR, Agent

### SAVANNAH

Shipping in this port is still pretty fair with new ships coming out of Jacksonville, Wilmington and here. Average about one ship a week to find a crew for and stay busy trying to find old-timers for them. A few of the old-timers have been drifting in here lately and I don't know whether watermelons remind them of torpedoes, but every time they pass a watermelon stand they make a detour, but I guess that will soon change. Shipped a crew last week for a new Calmar Line out of Wilmington and am expecting a new Liberty ship out of here around the last of this month, July. Have a few men registered here but will be looking for more men with ratings in all departments around that time. If there are any old-timers with ratings in all departments who want a new ship, come on down around that time and I more than likely will be able to use you.

CHARLES WAID, Agent

## Personals

WILLIAM R. DIXON

Your union book has been found. Call for it at the office of the Secretary-Treasurer in New York City.

men's Act? If so, we are definitely opposed. Does it have something else in mind? If so, it does not make this clear.

Should your office draw up concrete proposals, this union would be happy to consider them and render an opinion. But we can not give blanket endorsement to the vague generalities submitted to you by the MWEB.

Very truly yours,

JOHN HAWK

## Company Fomenters Strike To Jeopardize W.L.B. Case

(Continued from Page 1)

ried in the Boston and New York newspapers which made it appear that a full fledged strike was being conducted by the union.

### SHIPOWNER GAIN

Those are the bare facts. We say that this was a shipowner inspired strike because, first, it worked to the obvious advantage of the shipowners who had presented an extremely weak case to the Board the day before and who stood to gain by thousands of dollars in pay increases being refused by prejudicing the Board against the union; and second, because there is a series of extremely suspicious circumstances which pointed directly to the guilt of the shipowner and several of his highly placed friends.

Here are the details:

**SATURDAY** (Afternoon, July 24) John Hawk, Carol Johnson, John Mogan and Joe Lapham presented the SIU's case for wage raises for the New England men to a WLB panel in New Bedford. The hearing ended around 5:30 p.m. and Hawk and Johnson left for New York, Mogan for Boston, Lapham for Providence, instructed to report back to the New England men on Monday morning. The three members of the panel presumably left for their homes.

**SUNDAY, July 24:** Still in New Bedford and gumshoeing around the ships was Mr. Haas, Supt. of New England, and (strangely) a Mr. John Mullen, representative of the Disputes Division of the Boston Regions War Labor Board who attended the Panel hearing of this case the day before. Why Mr. Mullins remained in town is a mystery which grows thicker when his subsequent actions are examined.

At 9:15 Sunday morning Mr. Mullen decides to take a ride on the first boat out. Who turns up as his traveling companions but Mr. Haas, Superintendent of the Line and Mr. Valez, Assistant to Haas. When Mullen first went aboard he was careful to let all the men know that he was from the War Labor Board and had heard their case presented by the union the day before. After having established himself as a WLB official, he spent the rest of the voyage scratching the back of Mr. Haas. Seeing Mullen and Haas playing footie all day naturally convinced the crew that the shipowner had the case all sewed up. Their appeal for a wage raise had already been shuffled around by the Board for 8 months without any action, and the sight of Mullen and Haas on such intimate terms put them right in the mood to pull the pin.

### COMPANY STOOGES

On the way to the ship's berth in New Bedford, a couple of the crew members (who are now being investigated by the union for possible connection with the shipowner), began to agitate for a strike. By the time the ship tied up, the crew was convinced that the cards were stacked against them and walked off.

And here begins the strange

antics of Mr. Haas. The Union has dealt with Mr. Haas before, and every time there is a merest suggestion of a work stoppage, he goes into a tail spin. This time, however, he seemed strangely unperturbed about the strike. All day Sunday he made no attempt to get in touch with either the Boston or New York office of the union. All day Monday he made no attempt to get in touch with the Boston or New York office of the union. Although Hawk put through two long distance calls for him on Monday, he was unavailable at both times and has not, to this date, spoken to Hawk who heads the union concerning the walk-out. It seemed as if the strike fit right into his plans—thus accounting for the absence of his usual case of apoplexy.

While Mr. Haas and Mr. Mullen took great care that the Union did not hear of the strike, someone took good care that the War Labor Board and the Boston papers did hear about it.

The first official notice of the strike that the union received was the following telegram received Monday afternoon:

### W.L.B. THREAT

"Following wire sent today to union committee. Quote. The action of the unlicensed personnel of the steamers Nantucket and Martha's Vineyard of the New England Steamship Company line in engaging in a work stoppage is a violation of labor's pledge that there would be no strikes for the duration of the war as well as a violation of the promise given by your duly elected officers to the War Labor Board panel which is now considering the merits of your case. You are warned also that the strike is a violation of the War Labor Disputes Act. The Army and Navy have advised us of their great interest in this matter. Only when normal operations are restored can this Board consider the promptly dispose of your wage demands. This work stoppage may prejudice the back pay question before the Board. Unquote."

LOUIS R. BECKER,

Asst. Dir. Disputes Division,  
War Labor Board (10).

By the time this telegram had arrived in New York the Army and Navy Brass Hats were already on their way to New Bedford and the Boston papers had smeared the story over their front pages.

### RUMP COMMITTEE

The "union committee" referred to in the telegram, and the body to which the original of the message had been sent, was a rump committee set-up aboard the ship under the encouragement of "company" stooges, and which had conducted the strike behind the union's back. We are reliably informed that Mr. Mullen had in his possession the names of this committee and was prepared to act upon it four hours before the walkout occurred. It looks like he and Mr. Haas had their lines well laid.

Unfortunately for Mr. Haas and Company, Joe Lapham was in New Bedford on Monday morning. He had no prior knowledge of the walk-out be-

## MONEY DUE

The Crew of the S.S. Richard Henry Lee can collect \$125 attack bonus money for the Port of Algiers on March 26, 1943, by calling at the Calmar Line office, 25 Broadway, New York City.

Crew of S.S. Matt Ransome has 3 days subsistence and transportation money coming. Collect Smith & Johnson, 80 Broad Street, New York City.

Bosun of S.S. Matt Ransome has 97 hours overtime coming. See Patrolman Hart, Room 502, 2 Stone Street, New York City.

Following Steward Department men have money coming from the last trip on the S. S. Josiah Bartlett:

KARL KARLSON—\$2.53

JAMES WEST—\$2.53

JAMES BATTLE—\$2.53

Deck Department of S.S. Grace Abbott has overtime coming. Collect Calmar Line office in New York.

ing cooked up by the company, but was coming to give a routine report to the crews. Being on the scene he was able to promptly explain the situation to the men and get the boats sailing. If, as Haas had no doubt planned, no union official had been in the port Monday morning, the Brass Hats and the Boston papers could really have worked themselves into hysterics, and the shipowners little game would have been a complete success.

As it is, in spite of the prompt action of the union and the understanding and disciplined action of the crews in returning to work, there is a possibility that the WLB panel may have been prejudiced.

This whole thing smells of shipowner provocation. For our part, we intend to track down any stooges that may be in the organization and are operating to the detriment of the union. But we certainly expect the Boston Regional War Labor Board to investigate the strange conduct of Mr. Mullen.

The ships are now sailing and the men are awaiting the decision of the WLB. But the men and the union is entitled to full protection from further provocative actions on the part of either the shipowner or Mr. Mullen.

## TELEGRAM FROM THE NATIONAL WAR LABOR BOARD

July 27, 1943

John Hawk, Sec.-Treas.  
Seafarers International Union  
New York, N. Y.

Dear Sir:

Your telegram of July 27th addressed to Chairman Davis has been received. Thank you for your statement of the successful efforts of the Seafarers International Union in bringing to a quick end the strike which recently took place at the New England Steamship Company.

We have discussed the contents of your telegram with representatives of our Boston office, and understand that they have received data relating to the causes of the work stoppage.

Very truly yours,

MELVIN LEVY,  
Administrative Officer  
War Labor Board