



# SEAFARERS LOG

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



Vol. VI.

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No. 17

## NMU Loses Pittsburgh Election On Lakes By Vote Of 720 To 889

CLEVELAND, O., June 20—The bitterest defeat ever accorded the National Maritime Union was rendered here today with the announcement of the NLRB, (Regional Office) that they had failed miserably in their attempts to carry the giant Pittsburgh Steamship Co.'s steel-ore-carrying fleet by a vote of 720 for the NMU to a vote of 889 against.

Because hundreds and hundreds of the crew members of those ships are Great Lakes District SIU members, they voted against the NMU's Washington maneuvers which kept this Union off the ballot. Proof of the NMU's connivance with Washington bureaucrats to accomplish this was seen in their violent protests when the Seafarers Great Lakes District asked for a place on the ballot at the time it was announced the election would be held.

Apparently the NMU was afraid of the competition that the AFL Union would put up and rushed forward headlong, preferring that the Lakes' seamen have no union at all rather than risk giving the seamen a chance to vote as they willed in an open election.

For from the time that the NMU determined that it was to be alone on the ballot the officials of that outfit began pouring out every kind of poison they could lay tongue to. Radio time was purchased without stint and the air waves were filled with the NMU's frantic efforts in an intensified and eager campaign against the SIU.

So slanderous did the NMU's wild assertions become that Mardy Polaner, Sec'y-Treasurer of the Great Lakes District replied and exposed the sinister aims of the organizers for the so-called "union" the NMU. Brother Polaner's broadcasts effectively exposed the NMU's propaganda and poison.

Their eagerness to stem the sweeping tide of men into the ranks of the SIU caused their

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## Bookbinders Donate 5,000 Decks Of Cards For Hospital Ships

WASHINGTON, D. C.—At the request of the Army Service Forces, the International Brotherhood of Bookbinders is supplying 5,000 decks of union-made playing cards for use by wounded troops in hospital ships. The union's widespread gifts of these cards are greatly appreciated by the servicemen is evidenced by the countless extracts from the hundreds of letters pouring into the Bookbinders' offices here.

## If You Have A Big Mouthful, Don't Say It — Swallow It; Campaign For Silence!

War information has always been important and vital—to the enemy! Now, as events swing into a dramatic climax in Europe and move to the offensive in the Pacific it becomes more vital than ever—to the enemy!

One loose word could cost us a convoy, a regiment or a division, even a large scale battle action.

There are plenty of spies in America. Damned slick and fast ones. Much too slick and fast to be recognized as they hold down a chair in the bar-room or even sweep the floor, or read their newspapers next to us in the bus or the subway or even sit in a movie.

They're here for one purpose: to pick up tiny bits of information about a ship that is being loaded, a convoy that will be joined, about an airman whose training is complete, or a para-

trooper who's through his courses, about the unusual activity at the nearby fine-parts or airplane plants.

Everyone has some information like that and some people are carelessly spitting it out. Once spilt within earshot of an enemy, it goes direct to the German Intelligence or the Japanese Intelligence, and there an expert jigsaw puzzle job is done. Somewhere a wolf-pack of submarines is despatched to meet a convoy. Somewhere an enemy air command is tipped-off to expect certain types of planes in the days of battle to come. Somewhere plans are shifted to meet the Allied attacks and men will lie with their blood gushing out on a beach!

ZIP THE LIPS . . . AND SAVE THE SHIPS!!!

## Ornburn Warns Against Substitute For Union Label

WASHINGTON, D. C.—I. M. Ornburn, Secretary - Treasurer, Union Label Trades Department of the American Federation of Labor, warned that a large American shoe manufacturer is now placing the words, "Union Made," in shoes in place of the Union Label. This evasive method is often used by non-union manufacturers of products that may be manufactured by a company union or any other union not affiliated with the American Federation of Labor, he pointed out. He urged all AFL members to demand the official Union Stamp of the Boot and Shoe Workers' Union on footwear.

"It will be necessary," Mr. Ornburn added, "to demand the Union Label on all products and the Union Shop Card and Service Button for all services during the war if trade unionists expect to maintain American labor standards after the war."

## 30,000 Cigarettes Sent SIU Members In Prison Camps

NEW YORK, June 20—A letter has been received by the office of the Atlantic and Gulf District of the Seafarers International Union from the Imperial Tobacco Sales Co. of Canada, Ltd., in reply to the request of Sec'y-Treasurer John Hawk that supplies of cigarettes be sent overseas to members of the Union presently in Nazi concentration camps as prisoners of war.

### Other Shipments To Follow

In this, the first instance, the cigarettes have been sent to Wm. E. Weaver, an SIU Brother, who is interned at Concentration Camp Marlag und Milag, Milag, Germany, who will be responsible for distributing them to the other members of the SIU, also held prisoners there. Other shipments are to follow at arranged intervals.

Future shipments are also being provided for, which will include tobaccos and other brands

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## 2 Million In Bonds To Replace Sunken SS Meyer London

NEW YORK CITY—Dressmakers Union Local 22, of the ILGWU, decided to raise \$2,000,000 in the Fifth War Loan in order to replace the Liberty Ship, SS Meyer London, recently reported sunk in the Mediterranean. The Meyer London was one of the four ships supplied to the government with the \$8,000,000

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## Another SIU Educational Pamphlet

"You and Your Union," first of a series of educational pamphlets to be issued by the SIU, is now off the press and will be distributed in a few days. In announcing this first of several publications in a forthcoming educational series, John Hawk, Atlantic and Gulf Sec'y-Treasurer pointed

out the need for such publications at this time due to the growth of the SIU during the past two years.

"With the consequent enrollment of thousands of new men unacquainted with the significance of unionism," he said. "We believe these pamphlets will fill a need in telling new men who don't know about less prosperous years at sea, the vital role that the SIU has played in bringing better wages and living conditions to American seamen."

Directed to new men and old-timers alike, "You and Your Union" is an attractively-printed 32-page booklet which tells what conditions at sea were like before better wages, shorter hours, decent food, and better labor practices to the American merchant marine. It shows how these improvements were won and retained by the united action of AFL union members.

Included in the booklet is information to trip card men and a chapter on overtime and the elimination of "bum beefs." Special feature is a table of wages by which a man can figure out the pay coming to him by the time his ship reaches port.

Another feature of the booklet is a short biography of Andrew Furuseth, long-time head of the Sailors Union of the Pacific, and founder of the SIU.



# YOU AND YOUR UNION

SEAFARERS International UNION

Facsimile of Cover of SIU's Latest Pamphlet

# SEAFARERS LOG

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## Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK (4)	2 Stone St.	Bowling Green 9-3437
BOSTON (10)	330 Atlantic Ave.	Liberty 4057
BALTIMORE (2)	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS (16)	324 Chartres St.	Canal 3336
SAVANNAH	218 East Bay St.	Savannah 3-1728
TAMPA	423 East Platt St.	Tampa MM-1323
MOBILE	7 St. Michael St.	Dial 2-1392
SAN JUAN, P.R.		
PUERTO RICO	45 Ponce de Leon	San Juan 1885
GALVESTON	219 29th Street	Galveston 2-8043

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## WHAT'S DOING

# Around the Ports

### NEW YORK

At Monday evening's meeting, under Good and Welfare, this Branch had another open-house question and answers on an open forum basis with reference to the proper way of handling disputes, and what was a legitimate beef. This is the second time that the New York Branch has had this type of question and answer meeting and we find that it is most educational to the membership.

This applies especially to younger members who are not thoroughly familiar with our working contracts. The officers of this Port recommend this to other Branches as a good practice to follow for the regular Monday night's meeting each week, after regular business is disposed of.

It seems that the Steward's Patrolman, Claude Fisher, in this Port, set some sort of a record up here recently when he collected a total of \$1,718.94 for several unusual types of disputes. They were unusual in this manner: upon paying off in outports, the crews on these vessels involved did not even put in a beef on them to the Port officials where the vessel paid off. Later on, after reaching New York, these beefs were taken across the counter by Counter Patrolman J. P. Shuler, and due to the fact that they were Steward's Department Beefs, were turned over to Brother Fisher.

He went to bat on all of them and knocked out the afore-mentioned sum. This should be quite a lesson to some of these fellows who brought these beefs in, so that in the future, when paying off in ANY Port, they will bring in a complete account of anything that they think is a dispute to the officers in that Port.

Undoubtedly, for every dollar that Fisher collected in this manner of dispute, there are thousands

of dollars in overtime that in all probability will never be brought up or never collected. When situations of this type occur, it represents one hell of a big loss to our membership in dollars and cents.

We have had several of the "Bucko" types of Chief Mates and Engineers in recently, but with direct action on the point of production, the officials here managed to line these characters up very well. We find that usually this type of character is a little bit of a dog to start with and it only requires a certain amount of pressure from the crew and the union officials to put them in their proper place.

Oh! for the good old days of peace-time when you could grab some bum like this and pull him out on the dock and kick him in the fanny! Here's hoping it won't be long as my feet get to itching something terrible these days.

PAUL HALL, Agent

### BALTIMORE

This week has been one of the busiest we have had here for quite some time, with about twelve ships in Port and all hollering for crews at once.

The highlight of the week was the arrival of the SS Alexander Stevens of the Mississippi SS Co.

The first complaints received from the crew were that the Captain had gotten a good load on and had started some Wild West antics, brandishing a gun at one of the crew for being in the mess-room, getting a sup of coffee at night and subsequently, at the point of this cocked gun, forcing the man into his room.

The Chief Engineer cut off the fresh water from the crew's washrooms and hooked up a salt water line to the crew's showers. Of course he did not do this to the officers, he had on the ship, most of them punks, who haven't been

to sea for more than one year at the most.

### Charges Made

In the case of the Captain, I advised the men to place charges against him, with the Coast Guard. Then things began to happen.

The Chief Engineer kicked one of the men down the companion-way because he asked for fresh water to bathe with and the First Assistant started to work out on another man, with dishes, because this man got the local Police and Coast Guard to arrest the Chief for almost killing one of the crew.

Well, believe it or not, the whole gang was arrested, the First and Chief on assault charges and the men who notified the Police, on disorderly conduct charges.

When I got wind of this sample of Baltimore Justice, I deemed it expedient to have some one represent the men, who was versed in law, so we decided to secure the services of Attorney Sol Berenholz, who has made a good record on our cases.

### Coast Guard Hearing

As a result, the First Assistant was found guilty of assault and his license suspended for sixty days and the Chief's trial was held over until Monday, because the man he kicked was still in the hospital. In the meantime, Coast Guard Inspector Galloway, formerly of the New York Division, and originally connected with some New York Steamship law firm, appeared to conduct hearings on the charges against the Captain, Chief and First Assistant Engineers and displayed clear bias as he personally went to the extreme of placing counter charges against the crew members, who had called on him to assist them.

Had it not been for the presence of Attorney Berenholz, at the hearings of the charges against this bucko trio, the crew members might have been convicted of the phoney charges placed against them by this man Galloway, who became eloquent when prosecuting the crew members.

### Officers Guilty

All three Officers were found guilty as charged and the Captain was reprimanded and the Chief had his license suspended for thirty days, the First Assistant being put ashore for sixty days. This crew is to be highly commended, as it took three days for these issues to be settled and they all stuck it out until all cases were finished. If some more of these bucko Officers were taken care of in this manner, there would be less discord aboard ships.

These men even put money out of their own pockets to be assured they would obtain these convictions and it is my opinion that this was a Union affair exclusively and the Union should foot the bill for the Attorney, who gave three days' valuable time to aid us in these cases.

Fraternally,  
JOSEPH FLANAGAN,  
Agent

## On Better Hiring Halls

There is a current discussion around the Union's hall—and Brothers *the issue is one which affects us all!* It is the question as to whether or not the Union should buy properties for the Union's membership to meet and assemble in.

All the old-time seamen who've fought for good conditions on the ships definitely say: **YES!**

For they know what it is to live in a rotten fo'c'sle and they fought tooth-and-nail to drive that condition from the ships. They know that the Union led the fight for separate assembly places aboard ships so their shipmates could sleep in the fo'c'sle without being disturbed by those who wanted to talk. We fought for reading rooms aboard ships for the same reason and so that the seamen would be free of the messrooms when off watch!

The seamen by and large want good, clean hiring halls with expanded facilities that will keep pace with the expansion of the Seafarers International Union itself—for *they believe in the future of their own Union.*

Today, many of the youngsters who've never had to fight for the conditions that were raised to the best standards in the world aboard American ships, are learning of that experience from the oldsters.

All seamen know that clean, well-ventilated assembly halls and hiring halls are desirable, for the meeting hall can be used for reading when a member wants a quiet place to read undisturbed; portions of the hiring halls can be given over to crad tables, checker tables, etc: *Further, the Union will be in its own building alone!*

From a Trade-Union standpoint all members are beginning to realize that the ownership of its Own Union Halls will remove the Union itself from the whimsies of hostile landlords and from the necessity of paying higher rents in the perhaps harder times in the post-war period—for such halls will put the Union on a solid foundation!

Property is a stake in America which will stand the members in good stead in the fire of troubles with the ship-owners which are almost certainly ahead after this war.

We hear Union members openly voicing their sentiments declaring that *every possible member who votes has the obligation to himself and his Union to Vote YES; on the resolutions calling for a building assessment and for the buying of Union halls in Tampa and New York!* The question is on a democratic referendum at the membership's order. The ballot is secret and the answer is in the membership's hands.

## MONEY DUE

The following members of the crew of the SS JOHN SULLIVAN, of the Shepard Steamship Company, have money due for security watches and overtime for the Port of Norfolk:

R. Farley, \$6.00 plus 4 hrs. overtime; F. Rickels, \$6.00 plus 19 hrs. overtime; R. Miller, \$6.00 plus 10 hrs. overtime; E. McLoo, 4 hrs. overtime; W. Mitchell, \$6.00 plus 35 hrs. overtime; F. Irvin, 10 hrs. overtime; C. Williams, \$3.00 plus 24 hrs. overtime.

SS W. M. KENT: The following members each have Linen Money in the amount of \$15.48, coming—

Hudson, Bos'n; Quinouer, AB; E. J. Aublur, AB; F. Sundt, AB; C. Wallander, AB; L. A. Bacon, AB; P. C. Fletcher, AB; J. K. Epperson, OS; W. W. Thompson, OS; H. C. Boyd, OS; R. B. Pince, Oiler; J. A. Baily, Oiler; B. D. Mayfield, Oiler; L. B. Foster, FWT; A. M. Savique, FWT; P. Janica, Wiper; Billy Cany, 2nd Cook; W. E. Anstin, N Ck & Bk;

J. Morrison, Mess; G. Stanley, Mess; G. T. McGounich, Mess; D. Nicholdis, Mess; W. D. Kelly, Mess; E. S. Ruivetell, Mess; R. M. Quinfell, Mess. Collect at Company office.

The following members have overtime coming—

C. Wallender, AB, \$12.17; P. C. Fletcher, AB, \$19.47; J. K. Epperson, OS, \$28.95; H. C. Boyd, OS, \$29.62; R. M. Tanamana, OS, \$6.71. Collect at Company's office.

SS WILLIAM S. YOUNG—  
Division of wages for Joseph O'Donnell, AB, and L. Galliente, OS, 5-days division each. Collect at Company's office.

SS STEPHAN GAMBRILL—  
C. Neilson, Deck Engineer, has 52 hours overtime coming for week-end watches at sea. Joseph Wild, OS, has 12 hours overtime coming for cleaning holds. Collect at the American Range-Liberty Line office.

# AFL Sets 750 Million War Bond Quota For 7 Million Members Rallied In Drive

WASHINGTON, D. C.—The AFL has set a voluntary quota of \$750,000,000 in War Bonds purchases for its members during the Fifth War Loan Drive. Launching labor's participation in this all-out effort, President William Green declared: "The American Federation of Labor calls upon its 7,000,000 members to purchase at least \$750,000,000 worth of War Bonds during the Fifth War Loan Drive.

"To fulfill this quota of \$750,000,000 each member of the American Federation of Labor should buy at least \$100 worth of bonds during the drive. I know that many of our members, who are

able to do so, will be glad to subscribe more than this amount.

"The workers of America cannot and will not hold back their dollars at a time when millions of our boys are freely offering their lives to crush the enemy and win final victory over Hitler.

"Every one of us is anxious to

**NOTICE**  
To the following members from the SS DAVENPORT, Eastern SS Co. Terrell, oiler; C. D. Wilks, oiler; Carl Strother; Carl Strother, Cook; please contact J. E. Lapham, Boston Patrolman.

back up the invasion forces in every way we can. The members of our unions can help our troops most and hurt Hitler most by working harder than ever before and investing every dollar they can in War Bonds."

First large bond purchases by unions when the drive opened were \$1,250,000 worth by the International Association of Machinists and another \$1,000,000 worth by the National Letter Carriers Association.

# Squirmy Guy Squeaks — When He Is Squelched For Anti-Union Squeeze

You might call this story "Two-gun Squires rides again," or "Who hit the free-loader?"

Using a free loader as a stooge and an excuse, Calmar's famous "Mister" Squires picked a new, if somewhat corney trick out of the bag last week in his campaign to hit unionism on Calmar ships.

Accustomed to being hit below the belt by Calmar's swivel chair labor relations expert, the New York office reported his latest Sunday punch a little weak and slow.

At the pay-off of the Firmore recently in New York a free-

loader who rode the ship for three voyages without taking out a book (how this outfit does slip 'em through the back-door) made a big talk at the pay-off that he didn't like any union and would not join no matter what, and telling the others not to join.

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A dispute was submitted to this office through the Norfolk agent, Carl Rogers, in behalf of the deck department of the SS George Gershwin, American Haywire SS Company.

This vessel, while laying in the port of Beira in weighing anchor, the ship's anchor became fouled with an anchor of another vessel. This anchor was hauled on deck and taken to Capetown. The deck department claimed salvage money for this operation.

This matter was taken up with the War Shipping Administration, and they state that the city authorities at Beira required the War Shipping Administration to post a bond of £500 that the anchor would be returned to Beira.

They also state that the War Shipping Administration's representative at Capetown intends to bill the proper parties for saving the anchor, but had not settled the claim when last advices were received in May. They are also of the opinion that the anchor will have to be returned to Beira in accordance with the undertaking, and the cost and expenses will eat up any recovery made.

They also state that the statement made by the crew that the anchor was sold and the proceeds awarded to the WSA are erroneous. They suggest that any further inquiries on this matter be taken up with their insurance adjuster, Mr. E. A. Bloomquist, 99 John Street, New York, as this matter has been turned over to him.

### Medical Matters

Regarding dispute submitted by Albert Michelson, attorney for the Sailors Union of the Pacific, on clinical records. This matter was taken up with the proper authorities of the U S Public Health Service and they state: "Clinical information on any merchant seamen in a marine hospital is considered to be of a confidential nature and is not divulged to any party without the patient's personal and specific request in writing, and appropriately certified. "They feel that it is necessary to take all possible precautions in these instances to make sure that the individual seaman is not the victim of unscrupulous interests.

"The actual preparation of abstracts is ordinarily done by a trained and competent clerical employee and the abstracts are signed by the medical officer in charge or his designated professional representative, and then only after they are carefully checked by the person who signs them."



# REPORT ON WASHINGTON

• BY MATTHEW DUSHANE •

In reference to the "Fit for light duty discharges," they state that such notations are made in the interests of accuracy and, again, as a further protection of the patient. It means in effect that the man is not yet physically able to perform other than light duty. They feel that a patient able to perform light duty should not be retained in the hospital a day longer than is absolutely necessary.

They also state that nobody outside of the Marine Hospital is permitted to have applications for clinical abstracts. They have no evidence that shipowners' claim agents and insurance adjusters have plenty of those forms.

Olden Banks, SIU Mobile: The Surgeon of the US Public Health Service has advised me that Brother Daniel W. Fischer has been admitted to the Marine Hospital at Mobile for treatment. However, as there are no facilities at the Marine Hospital for mental cases, the transfer of Brother Fischer to the U.S. Public Health Service Hospital at Fort Worth, Texas, for further treatment has been authorized.

### MARITIME WAR EMERGENCY BOARD

I presume that the membership is familiar with the contents of the Statement of Principles, and as you all know, the members of this Board are Mr. Edward Macauley of the War Shipping Administration; Dr. Frank P. Graham of the National War Labor Board; Dr. John R. Steelman, Director of the Conciliation Service of the Department of Labor.

When President Roosevelt appointed these gentlemen on the Board he specifically stated that their duties were outlined in appendix "A" of the Statement of Principles. A close study of this statement and it is the legal opinion of Judge Padway, Counsel of the AFL, that they were appointed to act as arbitrators in the event that the employers and the Union could not agree on a dispute. It also states that the Board could not act on any problem unless it was submitted to the Board in writing.

This leads to a very interesting

situation for the following reasons: Labor has pledged itself not to strike during the war, with the guarantee that any dispute that they may have with the employers will be heard by a proper tribunal so that they may be able to present arguments and expect the tribunal to render a just decision. The War Labor Board has been established by Congress as the tribunal to handle all disputes which would tend to interfere with the war effort.

The Conciliation Service of the Department of Labor has been designated as the proper agency to refer any case to the War Labor Board. The Union has found itself dealing with the chief conciliator of the Department of Labor, and a key member of the War Labor Board, and they have been acting as the arbitrators.

Now we will check and see what the policy of the War Labor Board is on cases that have been arbitrated, and the parties involved believe that the arbitrators have exceeded their authority, or have not rendered a decision in line with the proper functioning of the grievance procedure.

A Statement of Policy concerning review of arbitration awards was released by the National War Labor Board. This statement was prepared with the cooperation of the Director of the United States Conciliation Service of the Department of Labor (Dr. Steelman) and clarifies the circumstances under which the War Labor Board will review arbitrators' awards on wage and nonwage issues. In addition to wage rate adjustments, arbitration awards involving such matters as premium pay for hazardous or unpleasant work are subject to Board approval.

The Board has pursued a strong policy aimed at preserving and strengthening collective bargaining procedure. It is a widespread practice for management and labor to provide for referral of unresolved disputes to an arbitrator and to be bound by his award. This procedure cannot be shelved during the war, it is not only a necessary supplement to collective bargaining procedures but

affords an expeditious method of settling disputes which might otherwise interrupt war production. It is also particularly important at this time in preventing abuse of Labors' "no strike pledge."

The position that the War Labor Board takes, that to review all arbitrators' awards would not only weaken the established procedure but would retard the war program by increasing the time required to settle disputes. The WLB has, therefore, accepted the responsibility of upholding these awards, and has consistently refused to review them except as an arbitrator may have exceeded his authority.

The policy of the Board in refusing to review non wage awards of arbitrators on merit is not new, but flows from the legal status of the awards. The courts, also, will not review these awards on merit. However, a court, upon petition of one of the parties can correct or annul an award on technical grounds. It may, for example, set aside a part or all of an award if the submission agreement does not observe all legal requirements. It may also annul an award if the arbitrator exceeds his jurisdiction under the terms of the submission.

In dealing with arbitration awards the Board has set forth six well established principles of Law and Equity, which the Board applies to issues involved whether the arbitrator has exceeded his jurisdiction.

- 1 The authority of the arbitrator must be determined from the terms of the submission and as in the case of other written instruments each part of the submission must have such effect as is ordinarily accorded to the terms used in them.
- 2 The arbitrator's award cannot extend beyond the limits of the authority conferred upon him under the terms of the submission.
- 3 The extent of the authority of the arbitrator under the submission is for the court and not for the arbitrator to determine.
- 4 If the award of the arbitrator departs from the terms of the

submission, that portion of the award which constitutes a departure is void.

5 If a portion of the arbitrator's award departs from the terms of the submission, the award may be sustained as to that portion which is within the frame of reference, if the award is severable and the otherwise valid portion is not affected by the departure.

6 Courts of Law generally regard the invalidity of an arbitrator's award as a bar to an action upon such award. If the case is one of equity jurisdiction, a court of equity has the power to set aside an invalid award.

When the Board in its quasi judicial capacity, established the above six principles of law and equity, and these criteria were applied in several cases, the Board attempted to follow its well established principles of dealing fairly with the issues that have confronted that body.

Dr. Frank P. Graham and Dr. John R. Steelman who are parties of the government agencies which have applied these criteria, certainly have deviated from the concepts of these principles, when they violated the Statement of Principles, and on their own motion have seen fit to arbitrate an issue, without the parties making any submission to the arbitrators. (The Maritime War Emergency Board.)

The policy of the NWLB is that they have jurisdiction over all disputes that may lead to any stoppages of work, which would interfere with the War effort. So in accordance with the established policies for settling disputes during the War, Judge Padway, general counsel of the AFL, has petitioned the Director of the U. S. Conciliation Service, Dr. John R. Steelman to certify our dispute case to the National War Labor Board.

It now remains to be seen whether the NWLB will follow their general established policy and take jurisdiction over this case, and properly adjudicate our dispute with the non-existent Maritime War Emergency Board.

The irony of the decision made by the Maritime War Emergency Board that was effective as of April 1st, is that the British seamen were granted an increase of Two Pounds per month additional War Risk Compensation, since the MWEB made their latest cut. Evidently the British operators do not see eye to eye with the MWEB on the supposed decrease in War risk hazards.

# Liberty Defects Largely Unsolved, House Group Says In Report On Structures

WASHINGTON, June 20—A House Merchant Marine subcommittee, which for more than a year has been studying the problem of plate fractures on welded ships, reported today that no definite solution of this problem has been found, according to the New York Journal of Commerce.

The subcommittee, headed by Representative Jackson (Dem., Wash.) in its report filed with the full committee, said that while steps are being taken by all concerned to attempt to remedy the existing difficulties, plate fractures are still occurring.

The report said, however, that "while the failures resulting from plate fractures have been numerous, and in many cases serious, their number constitutes but a small percentage of the total output of welded ships. Loss of life has been limited to eleven persons who are unaccounted for since entering a lifeboat."

"It should be emphasized," the report added, "that while there is some evidence of defective material having been used in ship construction, all witnesses were of the opinion that these fractures have not been the result of defective steel or other material."

The report said that as of February 29, 1944, there had been a total of 2,570 ships of the principal welded type built for the commission in which there had been ninety-one "serious" fractures including failures in the main hull girder, and 124 "potentially-serious" fractures. Five ships had been lost, all of the Liberty type.

Renewing his demand for a Congressional inquiry, Representative Harness (Rep., Ind.) quoted Maritime Commission's statements today to support his

charges of irregularities in the procurement of life rafts for Merchant Marine ships.

Mr. Harness sent Chairman Bland (Dem., Va.) of the House Merchant Marine Committee a new request for an investigation centering around what he called refusal of the commission to buy steel life rafts from the Globe Co. of Kokomo, Ind.

Mr. Harness quoted the commission as saying that a California company was paid half a million dollars more for life rafts than the Globe company would have charged in a transaction in which Globe was the low bidder. Moreover, he said, orders for life rafts to date total only 7,500, but at least 14,000 are needed.

## NMU Loses Pittsburgh Vote On Lakes

(Continued from Page 1) miserable failure, officers of the Great Lakes District declare.

The seamen sailing this area have turned more and more to the SIU for leadership in their fight for good wages, working and living conditions, knowing that it was only the SIU that could deliver the goods where contracts that mean gains are concerned.

The Pittsburgh fleet of vessels were voted as they put in at Duluth or Two Harbors, Minn., starting June 6 and ended June 16. The NMU has been carrying on a campaign to organize the Great Lakes fleets for more than a year, and has wasted countless thousands of dollars in a defeat.

Importance with which the NMU regarded the election on the Pittsburgh Steamship Co. fleet was emphasized in an eight-page supplement to its official newspaper, the *NMU Pilot*. The latter said: "The vote of approximately 2,500 seamen on 75 Pittsburgh boats will decide in this NLRB election the future of labor relations on the Great Lakes for many years."

The election, if successful, would have brought "the vast link of a vast industrial empire within the fold of CIO unionization — the United States Steel Corporation, of which Pittsburgh Steamship is an affiliate," the supplement pointed out.

Ships' organizers worked to send the slanders of the NMU's so-called "leaders" down to defeat—for the NMU has yet to propose anything which would better the Lakes' seamen's wages, working and living conditions.

The NMU's defeat shows what the Lakes' seamen are made of, it is declared. Further, it shows they are not being fooled by a gang of flim-flam artists and racketeers.

## Technology — Mit Pictures

We're Stalin's vacuum cleaners,  
The finest in the land!  
Who separate you from your funds  
In Commie manner grand;  
A political speech with every quid  
You place within our hand,  
Mit our pictures on the front page,  
Of course—you'll understand!

We have Causes' oy, what Causes!  
That suck in all your dough,  
For the members of "Our Party"  
Must all have chops, you know—  
So we pull Causes from our hat,  
Which in hot air will grow,  
They wax or wane in our NMU  
To increase our golden flow.

We're Stalin's vacuum cleaners  
The finest in the land!  
Hand over your filthy lucre,  
We'll read your empty hand—  
On one track minds to nowhere,  
We play our one night stand,  
Just give your dough—and we'll give words  
Mit pictures—understand?

### Le Envoi

ALL ABOARD: the Browder rattler,  
SPECIAL: to the Promised Land;  
Murray Stein is at the throttle  
Bound for nowhere—understand?

—Top 'n Lift

Seafarers Log

## 30,000 Cigarettes Sent SIU Members In Prison Camps

(Continued from Page 1)

of cigarettes. Brother Hawk requests that any Union members having data on the internment of any Brother to please submit the same with all details as to camp location, interment number, etc., to the New York office for action.

### SIU First Organization

It is said that this is the first time that any of the marine organizations has taken steps to keep their members supplied with this comfort during their imprisonment.

Some thirty thousand cigarettes are included in the first order for distribution.

Full text of the letter confirming the transaction, follows:

Imperial Tobacco Sales Company  
Of Canada, Limited  
3810 St. Antoine Street  
Montreal

June 17th, 1944

Seafarers' Int'l Union  
of North America,  
2 Stone Street,  
New York, N. Y., U.S.A.  
Attention: Mr. John Hawk,  
Secretary-Treasurer

Dear Sirs:

We acknowledge with thanks your splendid remittance in the amount of \$52.50 (\$57.25 in Canadian funds) and order calling for the despatch of 21,000 "Sweet Caporal" Cigarettes to Wm. E. Weaver, Prisoner of War, in four shipments.

In this connection we wish to advise that as the price of cigarettes for shipment to Prisoners of War is \$1.90 per thousand, and amount on hand was \$57.25, we arranged for four shipments of 7,500 "Sweet Caporals" each to the value of \$14.25 for each shipment, to go forward to Mr. Weaver on behalf of your organization, the first of which was despatched on June 9th in the following manner—

7,500 "Sweet Caps" shipped in three parcels, each containing 2,500 cigarettes under numbers Jn-X-36803-36805 inclusive.

Similar shipments will go forward on June 23rd, July 7th and July 21st, respectively, and leaving a balance of twenty-five cents still standing to your credit.

We assure you of our appreciation of this fine business and of our desire to co-operate with you at all times.

Yours faithfully,  
L. H. Mulligan,  
Overseas Department

for paying off a Calmer ship as needed.

Moral: With consideration and good honest dealing on both sides labor questions can be ironed out to the benefit of both parties, operators and the union. The days of union baiting are out... the "Squires" of the steamship business don't do any one any good.

Every Dollar Helps  
When It Is Invested  
In War Bonds.

## MONEY DUE

John J. Tobin, No. 32218. Will you please report to the Sec'y-Treasurer's office at room 213, No. 2 Stone Street?

Pablo Cortez, a check for \$4.50 was mailed to the address that you gave in the Bronx and was returned to the company's office for money due you from the SS COLABEE. Collect at the New York office of the American-Hawaiian SS Co.

All members of the crew of the SS STURDY BEGGAR who have not collected transportations from New York to Savannah, Georgia, had better report to Strachan Shipping Co., 15th floor, Savannah Bank & Trust Bldg., Savannah, Ga., before June 25, 1944.  
CHARLES WAID,  
Agent, Savannah

## Honor Roll

SS Walker Taylor	\$27.00
SS J. Emery	19.00
SS J. Paydrias	16.00
SS Mark Twain	14.00
SS Arizpa	11.00
SS John Jay	10.00
Robert Phillips	10.00
SS Irvin McDowell	9.00
SS J. A. Dix	8.00
C. Cheney	6.00
W. Shipe	6.00
Robert C. Stone	5.00
SS Alexander Lillington	2.50
Homer Hesselivde	2.00
E. La Pierre	2.00
G. Kishman	2.00
G. Johannson	2.00
A. Minzghor	2.00
J. Tucker	2.00
Edward J. Ford	1.00
Thomas L. Lazenby	1.00
L. Fields	1.00
P. Stewart	1.00
J. Seitz	1.00
C. D. Mills	1.00
Robert Harper	1.00

TOTAL \$162.00

## Squirmy Guy Squeaks—Squelched For Trying Squeeze

(Continued from Page 1)

The pay-off was being done in the company office and it seems that one of this man's shipmates got him outside and took him over the bumps to the tune of black eyes and a general, Shanghai shellacking.

Complaining to 'Mister' Squires about this "unfair mauling," the free-loader caught happy ears. Squires saw his chance to attempt to discredit the union and cooked up a story about his stooge being mauled by union patrolmen.

Not that it would have been a bad idea, but SIU patrolmen don't waste time beating up free loaders. Besides, New York agent Paul Hall is against rough stuff and his men know it.

However, Squires convinced Calmar Port Captain Sheehan (generally a fair guy who knows the business) that the free-loader was assaulted by union patrolmen. Result: Capt. Sheehan refused to let more than one patrolman to pay-off a ship.

With Calmar ships salted down purposely with free-loaders and Good Time Charleys, shipped through the big wide Calmar back door at the "last minute," it is impossible for one patrolman to pay off these ships, so Agent Hall took up the issue of freezing out the union and demanded representation for union men on Calmar crates. He pointed out to Captain Sheehan that his action was a break of the contract with the union.

Sheehan was agreeable to mediate the matter and consulted with Calmar's President, H. W. Warley who must have seen the light, for they agreed to let the SIU use as many patrolmen