

Build The Strike Fund Now

After the present war ends, after the last raiding sub has disappeared and the seas are again safe for the merchant ships and the men that sail them, then the seamen will be plunged into another fight. This battle will be waged on land and the aggressor will be the shipowner!

Under pressure from the SIU, seamen's wages have gone up—not as high as they should have gone in order to compare favorable with shoreside scales—but still, higher than they have been in past years. The war crisis has prevented the shipowner from attempting to drive the wages back down where they were before the advent of the SIU.

Shipowners Lay in Wait

This forced-delay in his anti-union vendetta galls the shipowner. He dares not launch his offensive now, but he continues to lay his plans and await the moment of their execution with ill concealed impatience.

The greed of the shipowner, is well known to the men who work for him, for it is manifested in a thousand ways each day: chiseling on bonus and overtime, belly robbing, double crossing on watches and conditions, back sliding on repatriation agreements, anything and everything to break the men's moral and undermine their union.

Brazen as the shipowners' anti-union maneuvers have been in the past, they are nothing when compared to what will happen when the war ends and the bosses have lost the restraint imposed upon them by "patriotism." Petty chiseling will then disappear, it will be supplanted by the most violent sort of union-busting.

Prepare for Battle

And what can the seamen do about it?

They can't avoid it for only the complete dissolution of the SIU and the return of the fink hall would satisfy the bosses. Since they can't avoid the challenge, they must prepare to meet it. That they'll win is a foregone conclusion, but how soon the victory and how great the suffering depends upon the degree of preparation.

On thing SIU men can and must do immediately is to build the strike fund. Few lockouts can be successfully fought without a strike fund—and a damn big one.

Remember, the shipowners have millions on their side. The power of the seamen is not in their money, but in the strength of their united backs and hearts. Still, they must have money to eat to keep their backs strong.

What Strike Fund Means

A strike fund feeds a picket's belly — that's why it must be built and maintained. Every penny put into the strike fund is ammunition against the enemy, insurance for union wages and conditions and job security.

The New York Branch has drafted a resolution calling for a new annual strike assessment. This resolution is printed on page two and will appear on the 1943 ballot.

Read this resolution carefully. Understand that the union will soon be engaged in a life and death struggle. It is your duty to yourself to see that the union is fully prepared for the battle.

Today's wages make it possible for every seaman to contribute to the Strike Fund without too much hardship.

Tomorrow's wages will be determined, to a great extent, by the size of the Strike Fund built today.

VOTE YES ON THE RESOLUTION FOR THE STRIKE ASSESSMENT!

SEAFARERS LOG

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

VOL. IV.

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No. 27

Coast Guard Issues Rules For Black-balling Seamen

BRASS HATS PROMISE UNION MILITANTS WILL NOT BE PURGED. LABOR ON GUARD TO PROTECT UNION BARGAINING RIGHTS FROM ATTACK UNDER SCREEN OF "PATRIOTISM."

Under powers granted the United States Coast Guard for war-time, seamen and dock workers may be summarily removed from their jobs if the Government considers their presence "constitutes a menace to the national security or to the safety of life or property." With such sweeping power, some brass hats have had a tendency to carry on a vendetta against union militants. Protests from organized labor has resulted in the

issuance by the Coast Guard of the clarifying order printed below. The order specifically states that "bona fide labor activity" is not grounds for removal from ship.

While the new Coast Guard order improves the situation on the waterfront somewhat, labor must continue to be on guard to see that the war emergency is not used as a screen for union busting.

The Coast Guard order, as drawn by the Commandant, Admiral R. R. Waesche, follows:

UNITED STATES COAST GUARD

July 20, 1942

Headquarters

From: Commandant

To: District Coast Guard Officers

Subject: Policy governing denial of

(Continued on Page 4)

COURT PAROLES 3 FRAMEUP VICTIMS OF BOSS HAGUE

TRENTON, N. J.—Three seamen framed during the 1937 maritime strike in Mayor Frank Hague's Jersey City have been paroled by the New Jersey Court of Pardons. The men, Anthony Panchelly, Edward M. Woodworth and Donald N. Brown, belong to the Marine Firemen Oilers Water-tenders and Wipers (unaffiliated).

"The action of the court of pardons has at least partially righted a great injustice," Bella Kussy, secretary of the committee, stated. "As soon as possible, I shall see what steps can be taken to obtain a full pardon for the three seamen."

The three men were serving 15-year jail terms on charges of stealing \$21.80 from a scabherder. They were sentenced after refusing to sign a statement that they were ordered by the strike committee to beat up the scabherder.

Maritime Commission Tie With \$1-a-Year Saboteur Revealed In Committee

The "bombshell" cancellation by the Maritime Commission of a 200-ship contract to Higgins Industries, Inc., of New Orleans, at a time when the nation desperately needs ships, was blamed this week on Joseph W. Powell, an assistant secretary of the navy.

Powell was accused of the "slaughter" by associates of Andrew Jackson Higgins, president of Higgins Industries, who has been waging a last-ditch battle in Washington to save his huge yard and the jobs of 10,000 workers.

L. E. Detwiler, assistant to Higgins, testified before a House merchant marine subcommittee, that the Maritime Commission acted as it did, under orders from Powell, who was determined that "no new yards would be opened except by the old line companies."

Higgins' revolutionary methods, it was asserted, would make Bethlehem and other yards obsolete after the war and destroy their monopoly.

What made the charge of unusual significance is that Powell came to the navy from the Bethlehem Shipbuilding Corporation, of which he had been vice president and operating manager.

Powell held that post with Bethlehem in the last World War, when the corporation, having Uncle Sam under the gun, forced the Emergency Fleet Corporation to sign a shipbuilding contract that gave Bethlehem "piratical" profits.

Powell drafted the contract for Bethlehem, which was then the nation's largest builder of ships. He handed it to the Fleet Corporation on a "take-it-or-leave-it" basis.

Since the government corporation was headed by Charles M. Schwab, who also came from Bethlehem, steel moguls were sitting on both sides of the bargaining table.

Some of the Emergency Fleet Corporation officials resisted the Bethlehem "hold-up," appealing to Bethlehem's "patriotism." Powell remained adamant, and the

government yielded because it had to have the ships.

After the war, the government sued to recover part of the "unconscionable" profits. The case dragged on for years, and finally, last February, the Supreme Court, in a divided vote, upheld Bethlehem on technical grounds but denounced the steel company for its greed.

Four justices sustained Bethlehem; two dissented, and three disqualified themselves because they had participated in some phase of the litigation during its 20-year journey through the courts.

Justice Frankfurter, who wrote the principal dissent, quoted from a lower court decision in which the Bethlehem managers were compared to Rob Roy, famous Scot brigand, who "admitted he was a robber, but proudly proclaimed he was no thief."

—Labor



JOSEPH POWELL

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AFL Blasts War Greed

Too many people are trying to make hay while the war lasts. Everybody is trying to take his bit, from petty profiteering to wholesale hoggery. And, as usual, the workers are caught in the middle.

Price control and rent control were supposed to stop raids on the poor man's pocketbook. But the raids still continue. The cost of living is still going up. Mr. Henderson's ceilings are full of holes. They are made of rubber in many instances or they just don't cover enough territory.

Now the worker has nothing to sell but his labor. He can't cheapen his product "on account of the war." He can't offer a less expensive service for greater profit "on account of priorities." On the contrary, he has to work harder and produce more to win the war. He is giving more and getting less.

Yet when the worker, milked dry by myriad profiteers, asks for higher wages so he and his family can get enough to eat and carry on, a great hue and cry is raised about "inflation."

To say that higher wages cause inflation is just as foolish and evil as Hitler's contention that Holland and Belgium were menacing Germany's borders.

No "Pie" For Labor

... Labor is not invading the national economy for purposes of plunder. It is standing its ground in sheer self-defense. Labor is not getting any "pie." It is being handed a crust.

Before going any further with this statement of facts, let us admit that we are not an expert economist. In fact, we have a deep and instinctive distrust of professional economists, knowing from past experience how figures may be juggled to prove any lie.

But it seems to us a matter of plain common-sense that American workers today are earning a lot more than they are getting. In other words, their productivity has increased tremendously. One has only to read newspaper reports of ships being built in half the time previously required to get concrete proof of this point. And this increased productivity is not limited to shipyards. Every war industry is breaking production records and beating production schedules.

Now labor is paid on a time basis. So if workers produce an article in less time, it follows that the labor cost per unit must be cut down. And since the number of units produced has mounted so greatly, the savings in labor costs are correspondingly heightened.

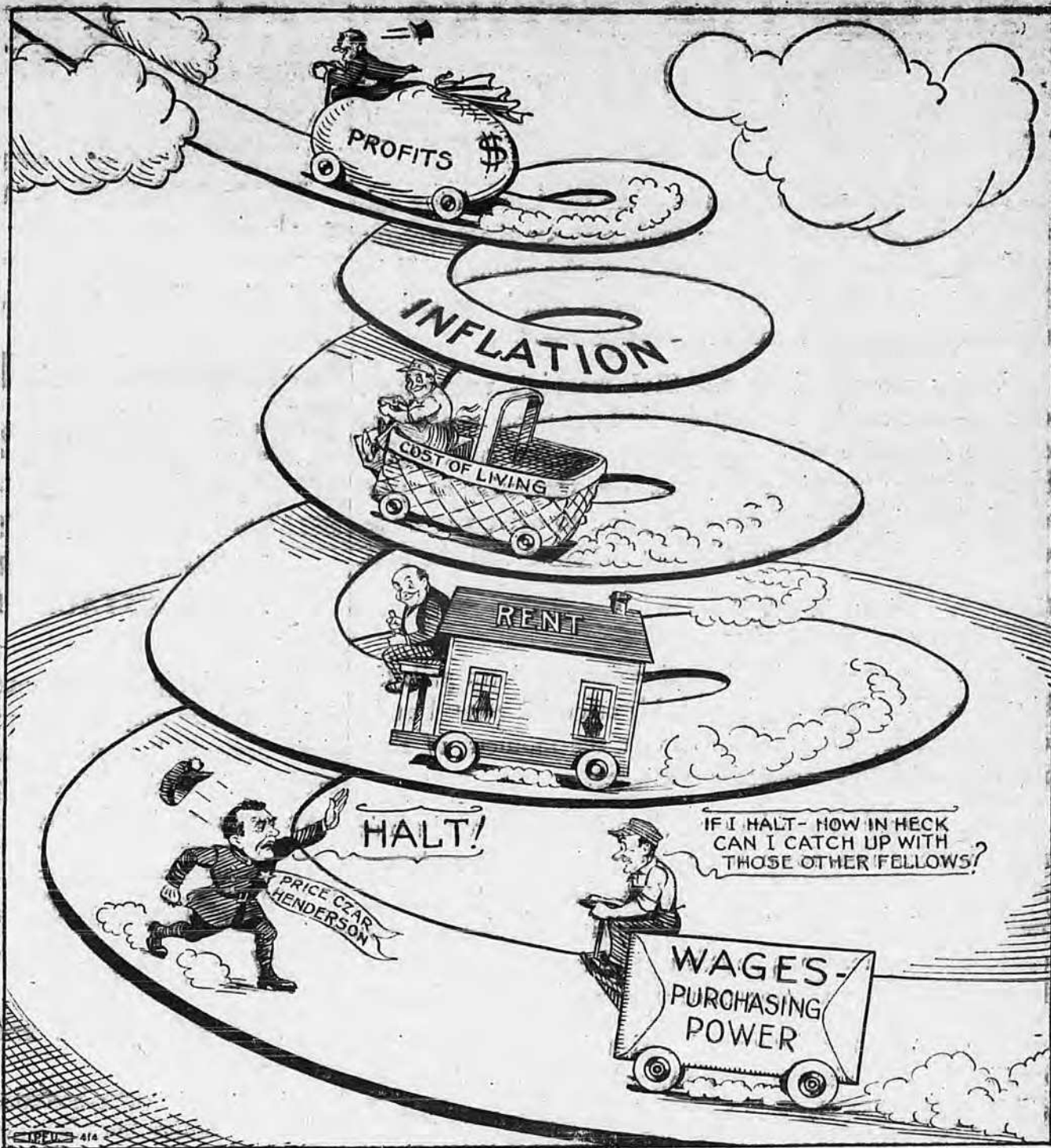
All of this is incontrovertible. But while this is happening and while labor is saving the Government and industry many millions of dollars, the real wages of the workers are being slashed by profiteering and inflation. And that means that while the workers are earning more, they are getting less.

The Same Old Greed

Unless the workers are given a part of the savings in labor costs which they are achieving by their own toil, America will be killing the goose that lays the golden egg.

It takes money to live and keep strong and healthy. The workers are earning this money. But they are not getting it. Therefore, the more their standards are reduced the less efficient their work will become.

The answer is obvious—pay the workers a little more toward what they are actually earning. But at this point the reactionary economists and newspaper editorial writers start shrieking "inflation." To put more money in the pockets of workers, they say, must bring inflation. There is



Courtesy Baer and Labor

a limited amount of purchasable consumer goods, they argue, and if there is more loose money in circulation than can be spent for available products, inflation results.

In other words, let the rich get all they want and let the worker starve.

There is the secret behind the solid wall of opposition to deserved wage increases! It is completely selfish in motive. The boys that have don't want to share with those that haven't. They don't think Americans should be on even terms. They haven't yet heard that when a nation goes to war and things become scarce, all of its citizens must be on an equal footing and submit to fair and square rationing.

Sure they believe in democracy. But not when it affects their pocketbooks, their mansions, their well-stocked larders and their private wine-cellars.

It's not fear of inflation that's behind the hysterical opposition to wage increases. It's just the same old greed.

—PHILIP PEARL, A.F.L. Publicity Director

RESOLUTION TO APPEAR ON 1943 BALLOT

Whereas: At the present time the seamen of America are making more money than ever before in the history of the seamen;

Whereas: When the present war is over the seamen will again be engaged in a fight for existence with the shipowner who at the present time is filling his war chest in preparation for the coming struggle, and

Whereas: The history of the seamen's labor movement proves conclusively that after such an upheaval as at present is going on in the world, they are always throttled and browbeaten—as for instance 1921 and the Lake Carriers set up, and

Whereas: The 1934 and 36 and 37 strikes proved the need of ample funds when engaged in a major strike, therefore

BE IT RESOLVED: That the Constitution shall be amended by adding a section to Article No. 26, this section to be known as Section No. 8. A strike fund shall be maintained, the strike fund to be kept separate and apart from any or all other funds in the Union. An annual assessment of \$3 shall be levied for this fund. And further,

BE IT FINALLY RESOLVED: That if the members accept this resolution, it be published from time to time, as space permits, in the Seafarers' Log before the time of the election. This is to acquaint all members with the intent of the Resolution. And further, that the resolution shall be placed on the annual election ballot.

(signed) Alfred Stewart No. 764
 Adalbert Gawronski No. 21265
 William Hamilton No. 3400
 Harry J. Collins No. 496
 Arthur Thompson No. 2888

Murray Asks New AFL Parley For 'Organic Unity'

PITTSBURGH, Aug. 2—Philip Murray, president of the Congress of Industrial Organizations, today agreed to enter into peace negotiations with the American Federation of Labor on condition that the discussion in no manner be permitted to interfere with the existing system of functional co-operation between the two labor organizations.

In a letter addressed to A. F. of L. President William Green, Mr. Murray also suggested joint machinery for ironing out current jurisdictional disputes between the rival groups which have recently resulted in several work stoppages.

Mr. Murray named a new committee of three to discuss "possible establishment of organic unity between our organizations" and asked Mr. Green to appoint a committee for the A. F. of L.

The C. I. O. committee would be made up of Mr. Murray, R. J. Thomas, president of the United Automobile Workers and Julius Emspak of the United Electrical Radio and Machine Workers of America. John L. Lewis, president of the United Mine Workers of America who ousted Mr. Murray from the U. M. W. A. vice presidency, would be dropped from the present C. I. O. committee.

In accepting the CIO invitation, President Green of the AFL appointed the following negotiating committee: Harry C. Bates, head of the bricklayers; Daniel J. Tobin, president of the teamsters, and William L. Hutcheson, president of the Brotherhood of Carpenters.

WHAT'S DOING

Around the Ports

BALTIMORE

Business in this port has been exceptionally good during the past two weeks. Shipping is maintaining an above normal average, keeping the shipping lists uncomfortably low. The War Shipping Board's order ignored Baltimore in locating its "Manning Pool" offices in New York, New Orleans, and San Francisco, but this will probably be changed as shipping in this port gets near peak. Representative Dushane in Washington will attend to this matter for us when the time comes.

The Duke is doing a first class job down in the Capital and rates a vote of thanks for his work in getting the recent W.E.B. clarifications which clear up the question of what is the Western Hemisphere; a safe port; and an open roadstead. Prior to that clarification the shipowner took a rather expansive geographical view of what the Western Hemisphere included. Some of them seemed to lean to the opinion that the only port that could be called an unsafe port for bonus figuring was Tokio harbor and that any stretch of the wide Atlantic became a closed roadstead merely by dropping a buoy in some convenient spot.

The "safe port," "open roadstead" beef has been one of our biggest headaches recently and we are glad to see it straightened out.

Willie Hearst had a bull page editorial blurb in his local rag recently lauding the Merchant Seaman up to the skies and demanding that he receive the recognition of his countrymen and a suitable reward. Half way down the page we got the idea that Willie was going to recommend a nice fat bonus or at least a nice gold medal but in the last paragraph it turns out that the "reward" should be the Navy taking over the Merchant Marine. The writer implies that the merchant seaman is just dying to get into the Navy and is grievously offended because the Navy won't take over the whole shooting match.

A new beef popped up last week when the crew of a torpedoed ship were refused payment of the personal property money because the ship had not sunk and, according to the Company, the crew's gear was probably OK and would be returned to them when the ship was towed in. This beef had all the earmarks of developing into a good old-fashioned brawl. Our attitude was that the crew had been ordered to abandon ship in a hurry. Many of them had to jump overboard and even although some of their gear might be still aboard the ship and undamaged still the crew didn't have it. How we would have made out on that one there's no telling because the old ship took a hand in the matter and decided to sink after all.

We've lost a lot of good men and brothers in this war and foremost in the minds of all of us is figuring on a way of paying our respects to them. The Roll of Hon-

or idea is OK but we don't exactly push it around this port because of its effect on the young fellows we have hanging around to use in a pinch. These young boys don't scare easy and most of them shape up OK as future Union brothers, but it would have a depressing effect on a lot of them to be confronted with the names of around four hundred brothers who died for their country. It was suggested here one time that the Union put aside one Sunday now and then to attend some church in a body for a memorial service and we pass it along to headquarters for their opinion. Many brothers will learn with regret of the loss of Lee Deutsch, former Baltimore black gang patrolman, who is listed as missing along with two other brothers in a recent torpedoing. Best wishes to all brothers from this branch and "Keep 'Em Floating."

—D. D. STORY, Agent.

NEW ORLEANS

Yes, we have no ships, Uncle Sam's nephews, the U. S. Army, is moving in and taking our puddle jumpers. A super-duper union man who did all the squawking aboard one of the Eastern ships while the union had them, came to the last meeting blowing his top about it was our duty as union men, bla, bla and bla. He stayed aboard the scow for \$17.50 less, minus any overtime. He will probably lose about 150 lbs of his present 300. I expect that when you make his room from now on it won't be full of oranges, apples and so forth. But after all, a plumbers life on a ship like she will be, is just a round of commodores.

We have our regular dispatcher back on the job, and his first job was to check his shipping list with the result that he dropped around 70 men from the list. About 55 to 60 of these are brothers who seem to think they are not compelled to attend the meeting. A word to all hands, when you register in our fair city, you must attend your meetings. Asked how come that we are still shipping trippers with so many men on the shipping list, our Squarehead gives us his Conti St. shrug and goes looking for more of the would-be seamen.

'Tis rumored that Jo-Jo, the sheik of the Norte, came back in and the tales he tells would make Jack London blush. Geo. Allen, who is holding the beach down has about talked himself out and the boys are cocking their respective ears to new and fresher stories of daring do.

From the looks of things believe we may have to organize a safari or something similar to go back in the wilds of Algiers and dig up some of the boys. Seems like when they come in and pay off with the heavy sugar, the natives back there and around Gretna sure take care of the boys.

The rumor factory is still working overtime. The latest check we have on it, is that the ships to be

built in 1962 have already been sunk.

Everything is lovely around here, we haven't had a survivor in for three or four days now. Read where the Caribbean convoys are a success. If something similar can be worked out for the Gulf then everything will be O.K.

Here's one for the book: was up to the R.T.C. with Doyle the tow-boat rep. here last week and Mr. Dee, the big shot, was squawking about having to go back through the canal with light barges. I asked him what was wrong, couldn't these tow-boat outfits carry steel to the shipyards in Texas. He tells me that the powers that be won't allow steel to be shipped on barges even though the railroads claim to be overloaded and overworked.

We are debating the suggestion that as the army is taking the ship they should also take over this column. Steady as she goes.

—"ARMY"

Baltimore Insular Given Certificate

WASHINGTON, July 23.—A certificate to continue operating as a common carrier by water between ports and points on the Atlantic and Gulf of Mexico coasts has been granted by the Interstate Commerce Commission to the Baltimore Insular Line, Inc. At the same time, the I. C. C. denied the company's application for a permit to operate as a contract carrier in the same trades.

W. L. B. Threatens Labor With Charges Of Treason

WASHINGTON—A threat to use the treason laws against unions which might be involved in so-called jurisdictional disputes halting war production was made July 21 by Wayne B. Morse, public member of the National War Labor Board.

Morse did not say whether equally drastic action would be taken against an employer who inspired such disputes to create dissension among workers and weaken organization as has happened frequently in the past.

Backed up by NWLB Chairman William H. Davis, Morse made his threat as four labor members of the board — Matthew Woll and Robert J. Watt of the AFL and Thomas Kennedy and Richard Frankenstein of the CIO — wired AFL Pres. William Green and CIO Pres. Philip Murray, asking them to take steps to end jurisdictional disputes.

ON CLOTHES!

If you are not claiming more than \$150 for loss of personal effects, you do not have to bother making out an itemized list.

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REPORT FROM

Washington

By

"DUKE" DUSHANE

War Emergency Board.

Checked with the Board and we have cleared up a total of 14 cases. The Board has sent letters to the different Union Agents and Companies on same. We are working on the rest and expect to settle them soon. However, I haven't received any notice from our Agents as to the final outcome of these cases from their end.

The Board has ruled that whenever repatriated seamen are required to work on ships that they are being repatriated on, they shall receive double pay and double bonus.

Torpedoed Seamen

Drafting a brief to submit to the Board as per instructions, regarding seamen who have been torpedoed and are hospitalized, or are receiving out patient treatment and under Decision No. 1 they are not entitled to any compensation. Under this decision a seaman to be entitled to any compensation, they must have a 45% disability, if it is less than that they aren't even entitled to wages.

British Seamen and other United Nation Seamen are well taken care of if they require hospital, or out patient treatment.

Great Britain has by the act of September 3rd, 1939, and the order of September 22nd, 1939 applied the War pension and detention allowances that the Royal Navy receive their Mercantile Marine, and this applies to crews of commercial vessels. These pension and disability provisions are identical with those governing the British Army and Navy.

If any British Merchant Seamen has been disabled through being torpedoed or any other enemy action, and his disability is less than 20%, the seaman is not given a pension, but the pension is replaced by a gratuity or a final weekly allowance. Any degree of disability above 20% they are entitled to the same pension and family allowances that the Royal Navy and Army personnel receive.

Wage Beef

Also drafting a brief to submit covering wages of seamen who have been torpedoed and upon arrival in the United States, do not receive their wages until the master returns. In some cases Seamen have had to wait a week before they are paid off, and the only way to stop the Companies from this habit is to try and get the Board to rule that their wages go on until they are paid off. In England any Seamen who has been torpedoed and upon their arrival home they receive in addition to their regular wages and bonus, two months' additional wages. Other United Nations have similar compensations for their seamen. It seems that the American Seamen are still being looked upon as social outcasts by our legislators, and the service that they are rendering in this great struggle for freedom is not very well thought of.

N. L. R. B.

The Board has finally dismissed the unfair labor charges against the Hillsone Oil Company and have ordered an election to be held on these ships. This case was stalled for a long time due to this phoney charge.

Some of th proposals that we are at present drafting to the W.E.B. will probably require legislative action. As it may not come under the jurisdiction of the W.E.B.

Coast Guard Issues Rules For Black-balling Seamen

(Continued from Page 1)

access to, or removal of persons from, vessels or waterfront facilities.

Reference: (a) Commandant's order of 12 May 1942 (CO-661-621-601).

Enclosure: (A) Form for notice of removal or exclusion.

1. Reference (a) is hereby canceled and the following is substituted therefore. District Coast Guard Officers are charged with the responsibility of determining whether or not a person shall be denied access to or be removed from a vessel or waterfront facility. As used in this letter, the term "waterfront facility" is limited to piers, wharves, docks and similar structures extending beyond the bulkhead line to which vessels may be secured, buildings on such structures or contiguous to them, and equipment and materials on such structures or in such buildings. Authority for such denial and removal is found in section 6.4 (a) of the regulations issued pursuant to section 1. Title II of the so-called Espionage Act of June 15, 1917 (40 Stat. 220; U. S. C. Title 50, sec. 191), and the Order of the Commandant of the Coast Guard dated April 15, 1942, issued pursuant to Executive Order No. 9074.

2. Before reaching a decision to remove or exclude from a merchant vessel or waterfront facility any individual, either as an employee or in any other status, the District Coast Guard Officer shall have found reasonable grounds to believe that the individual is one:

- (a) who would engage in sabotage of the vessel or waterfront facility, or
- (b) who would engage in espionage, or
- (c) who has subversive inclinations indicated by pro-Axis statements or actions, or
- (d) who has a criminal record of such nature as would indicate that his presence in a vessel or on a waterfront facility would lead to serious hazard, or
- (e) who is habitually unfit for duty on board ship by reason of drunkenness, or
- (f) who is mentally incapacitated or
- (g) whose presence on board a vessel or on a waterfront facility would, for any reason not listed herein, constitute a menace to the national security or to the safety of life or property.

3. District Coast Guard Officers are not justified in denying access or removal of persons because of any bona fide labor activity. They shall base their action on public security and safety of life and property. The Commandant desires to emphasize the seriousness of the action authorized by these instructions and he relies upon District Coast Guard Officers to give most careful consideration to all information available before taking the action provided for herein.

4. For emphasis, it is repeated that the responsibility for removal or exclusion rests with the District Coast Guard Officer, but it shall

be the duty of the Captain of the Port to bring to the attention of the District Coast Guard Officer any case within the purview of paragraph 2, with appropriate recommendations. The District Coast Guard Officer may delegate authority to individual Captains of Ports to exercise this authority for him in cases when there is not sufficient time to place the facts before the District Coast Guard Officer without delaying commerce or military movements. If time permits, the District Coast Guard Officer may interview the person concerned prior to ordering his removal or exclusion. Whenever any person is removed or excluded he shall be given by the District Coast Guard Officer or the Captain of the Port, a written statement of the reasons for the action taken, and if the individual so requests, a copy of such statement shall be sent to his designated representative. This statement shall be confined to the reasons for removal or exclusion of the individual and shall not contain evidence or sources of information. A form for such written statement is appended (enclosure [A]). In no case will seamen's certificates or licenses, lawfully in their possession, be taken from them except through the procedure provided by R.S. 4450, as amended.

5. All cases of denial of access to vessels or removal from vessels shall be reported immediately to Headquarters by dispatch with a statement of the reasons therefore,

and a full report shall be forwarded to Headquarters by mail as soon as possible. A person who has been denied access to or removed from a vessel may, if he desires to submit statements or evidence in his behalf, present such statements or evidence to the District Coast Guard Officers or in a port where there is no District Coast Guard Officer, to the Captain of the Port. The District Coast Guard Officer or the Captain of the Port, as the case may be, will if practicable, interview the man concerned and forward the statements or evidence in the case to the Commandant with his recommendations. If the evidence is submitted to a Captain of a port, he will forward the evidence with his comment via the District Coast Guard Officer. All cases of denial or removal will be reviewed by the Commandant, United States Coast Guard, and his action will be final. If the Commandant concludes that exclusion is not necessary in a particular case, he will so inform the District Coast Guard Officer who ordered the removal or denial and also will inform the individual concerned. When the Commandant, after careful consideration, finds that the best interests of the United States require that an individual be excluded from merchant vessels, his findings will be made known to the person concerned and to all District Coast Guard Officers.

R. R. Waesche, Commandant
United States Coast Guard

Greek Bosses Are Forced To Provide Home For Seamen

After months of negotiations with American authorities and Greek Government officials in this country, the Committee for the Welfare of Greek Merchant Seamen reports that its efforts to establish a home in this country for Greek seamen have been productive of results and that, as a consequence, more than 225 Greek merchant sailors soon may be released from detention at East Coast points.

The committee has sought, for some time past, the establishment of a home for these men which would permit their release, from detention under parole, by immigration officials. Approval of the plan was given by the War Shipping Administration and the immigration authorities more than two weeks ago, and the matter then was referred back to Greek Government officials in this country, who agreed on Friday to finance the project.

The Greek officials, according to the committee, were reluctant at first to accept the plan, saying there was no real need for such a home here and pointing out that of the number held here 100 were to be sent to England, twenty to be kept here as replacements for Greek merchant ships, approximately seventy were to be sent to the West Coast and the balance shipped to the Greek Seamen's

Home in Canada. But the committee finally won over the Greek authorities.

Christopher S. Stephano, chairman of the committee, said yesterday:

"Our efforts have been directed toward the establishment of a home in this country such as these being maintained with great success here by the seamen of other Allied nations and their unions. Just such a guaranteed and responsible institution will be the proposed seamen's home, where the men will be properly cared for."

MONEY DUE

Members of the Deck gang of the S. S. Yaka have overtime money coming to them. The money is for covering and uncovering hatches and for taking water-boat lines: Burford, Henderson, Wallis, Mesolsky, Kretowitz, Peterson, Kostegan, McCarthy, Walen, Fox.

The cash is waiting at the office of the Secretary-Treasurer, Room 213, 2 Stone Street, New York.

DO NOT SHIP

EDWARD F. HENDRICKS .P 4809
CHARLES BRADSHAW ...P 7335
and P 4848

Out of the Focs'l

by
J. L.

Any of the brothers who may have shipped-out of, or paid off in Baltimore must have come in contact, at one time or another, with Leroy Deutsch. He was Engine Patrolman for a time and has run for office for the last two years. Leroy was an able guy. He had the SIU spirit in his heart and mind. Recently, Leroy shipped out and was lost through enemy action. All members of the SIU mourn the loss of another good Union man.

△ △ △

Our congratulations to the three Don Juans of Philly, Edward March, Samuel Breustedt and Joseph Mullen who did such an able job of getting consideration for SIU men with the USO outfit. Here, in New York some progress has been made, but we suspect that the committee in charge, will pick the lounge at the Dog House as being a fit place for seamen. God forbid!!!

△ △ △

Joe Hart, after having his beef settled with Waterman, promises to be more careful in the future. CUZ was supposed to give us some dirt, but failed to put in an appearance. He did tell us he was Chairman at the meeting in Philly. We would like to inform Joe (Isthmian) Cave that the next time he is delegate, that Permit men have to pay dues in the Organization as well as regular members. We don't allow Permit men free rides on our ships.

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Bud Ray, having made a trip to Port Rico, has retired. If Tom Malone, No. 432, wishes to have his book he may receive it in Headquarters office. Adalbert Gawronski (who thinks himself a great lover) can't understand why the girls in Iceland hissed him. Irene (the blonde in the Doughnut Shop) hopes he comes home safely.

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We wonder how many of the brothers are salting away some of the big dough they're hauling in these days. This is the time to do just that thing. Shipping may be pretty bad after the war, so why not have something to carry you through when the emergency arises. There is no safer investment than to Buy War Stamps and Bonds . . . BUY THEM NOW!

Seafarers' Log-

HONOR ROLL

| | |
|------------------------------|---------|
| CREW S. S. MERRMAR | \$ 6.00 |
| H. SCHWARTZ | 2.00 |
| A. JANOSKI | 5.00 |
| W. MURRELL | 1.50 |
| CREW S. S. YAKA | 37.00 |
| J. W. MALCOLM | 3.00 |
| J. J. DUNN | 2.00 |
| CREW S. S. GEORGE WASHINGTON | 7.50 |
| CREW S. S. ALCOA PIONEER | 4.50 |
| ALFRED IVERSON | 10.00 |
| TOTAL | \$88.50 |

PERSONALS

NICHOLAS MARK
You have one day's pay coming. See Harry Collins, Headquarters office.

JUAN GONZALEZ and JOSE FLORES
Get in touch with the Tampa Agent as you are witnesses in an important case.

EDWARD JULIAN CARLETON
You have not squared things away with your local draft board. Contact the FBI at the next port you hit.

FRANK CAMPBELL
A check made out to you for \$6 is at the office of the Secretary-Treasurer in New York. If you will send in your address, the check will be mailed to you.

Commission Orders Plywood Life Boats

WASHINGTON, July 31.—In an effort to save steel the Maritime Commission has awarded to Gunderson Bros. of Portland, Ore., a contract for a thousand plywood lifeboats, the first of their kind ever to be built, it was announced here today.

The new boats are to be 22 feet long, and one out of every four to be placed on Liberty ships will be self-propelled. All are to be equipped with sails and a canvas siding for protection against wind and rain. They are made from six-ply Douglas fir, have a capacity of twenty-five persons.

ATTENTION AGENTS!

Pick up the book belonging to Manuel Rodriguez, A-21284, and forward it to Headquarters office for checking.