

# SEAFARERS' LOG

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

VOL. IV.

280

NEW YORK, N. Y., THURSDAY, DECEMBER 10, 1942

No. 38



The above picture was sent out by the publicity department of the American Red Cross. It purports to show warm woolen socks and sweaters being packed by Red Cross workers in preparation for distribution to merchant seamen. While the Red Cross cashes in on this sort of publicity, SIU men plead in vain for any of the supplies.

We are in possession of a letter from a high Red Cross official to the Master of an SIU ship in which it is stated that merchant seamen are not eligible to receive Red Cross equipment. It appears that they can't receive the socks until AFTER they have been torpedoed!

Looks like only a dead seaman is a hero to the Red Cross.

## Large Strike Fund Is Held Vital For Post War Fight

BY C. J. S.

I hope the men, when voting take time out to read the resolution on the ballot in regards to the strike assessment and will then vote "YES." It will take a nice piece of change to fight the shipowner when this is over and if we don't get it now when we are making it, it will be just "too wet to plow" when the war is over.

The shipowner is getting his now and I'll bet he's putting some aside for that day when the unions will have to force the agreements upon them that were in force before the war and not the chiseling

### New Canteen Open Mondays For Seamen

A new canteen for seamen, open Monday nights only, has been established at the George Washington Hotel, 23rd Street and Lexington Avenue. Hostesses are on hand and refreshments are served without charge. Each man who enters gets a pack of cigarettes.

### MONEY DUE

L. Bougleton, 2nd cook, and O'Banion, chief cook, have coming to them \$168.75 each. Call or write Waterman Line, 19 Rector Street, New York City.

they pull now with the old saying, "We are at war!"

Let's vote yes on the strike assessment and build a strike fund big enough so we can really give them a battle when they try to move in on us.

## Shipowner Wants Small Men Who Fit Narrow Escape On Antique Rust Bucket

By JOE BUCKLEY

This continual howl of sabotage by the ship-owners reminds me of a beef we had aboard the S.S. at Tampa, Florida. This ship is owned by the Illinois Atlantic S.S. Company and was operated by the American-Hawaiian S.S. Company. I shipped aboard this scow while she was in drydock at Tampa. As a usual routine of shipping on a strange scow you usually look over the conditions to see if they can stand any improvements before signing on articles.

Investigating the shaft-alley escape I found it to small for even a slender person to use it for a passage and therefore I filed a complaint to the Marine Inspectors to have the alley escape enlarged.

The Inspector at Tampa said he could see no reason to recondition the ship as it had been that way

for 23 years. He later claimed the War Shipping Administration would have to give him authority to repair the ship. The prize remark from this bird was to tell me to get a ship my size.

After much talk we dropped the subject, giving these people the impression that we had become one big happy family and John Shipowner had snowed the seamen with this bird's patriotic spiel, "sail the ships even though they be death-traps for the engine gang."

Upon arrival the Captain was handed a repair list, topping the list was repairs to the shaft-alley. We then contacted the patrolman of that port and explained to him the trouble we had at the last port. Bob Matthews is a union patrolman that can well be complimented for the manner in which he contacted the proper authorities in getting this beef settled to the satisfaction of the black-gang. In

this port they even offered to pay-off the heavy men in the black-gang so they could hire small men from the Union Hall and sail the ship. Then if the small men complained they would repair the escape upon the ships return from her voyage.

Had we been more interested in playing politics to a Commy Second Front we would have given in to the ship-owners request and sailed the ship in such a dangerous condition.

The S.I.U. always stand on its principles to protect the worker from exploitation regardless how strong the opposition may be from John Shipowner. Be sure your beef is free of loop-holes so the patriotic shipowner can't bring in the threat to toss you to the wolves in the military service who would like an excuse to drain the ranks of the S.I.U. of militant union men.

## AFL-CIO To End Raiding Tactics

Jurisdictional disputes between the AFL and CIO are to be henceforth settled by arbitration rather than by the knock down and drag out fights which in the past have often been the procedure. This was agreed to by joint AFL and CIO committees now meeting in Washington to consider the question of organic unity between the two labor groups.

If effective, this plan will end raiding by labor unions affiliated with either group, and constitutes the first step toward real peace in the labor movement.

The agreement is to remain in force "until labor unity is effected," according to the document signed by all committee members.

The procedure of arbitration is outlined in the published agreement which reads in part:

"We agree to the establishment of a joint A. F. of L.-C. I. O. committee to hear and decide any disputed jurisdictional differences that may arise between the two above-named organizations.

"If the joint committee fails to agree upon a complaint lodged with the committee it shall select a disinterested arbiter to render a decision on the disput in question. The arbiter's decision shall be final and binding on both parties.

"In the event an arbiter cannot be agreed upon by the committee

(Continued on Page 2)

## Lundeberg Leads SIU-SUP In Successful Defense Of Jones Act

Maritime labor scored an important victory this last week when it smashed a move to shelve the Jones Act for the duration of the war and to place all seamen under the rigid compensation scale which apply to federal employees.

Led by the SIU-SUP, maritime labor set the shipown-

ers' lobbyists and their reactionary allies in Congress, back on their heels and served notice that the Jones Act would be fought for, regardless of the maneuvers or patriotic slogans that might be used to scuttle it.

The whole fight revolved around a House bill numbered 7424, which in its original form was acceptable to labor. After public hearings on the bill had ended, however, it was secretly amended to provide for the elimination of the right of seamen to sue the shipowners for injuries and to receive maintenance and cure.

In its amended form it was smuggled through the House and was in the Senate Committee on Merchant Marine and Fisheries before the SIU-SUP got wind of what was up.

Prompt and vigorous objections were sent to Washington from both coasts and SIU officials rushed to Washington to side track the shipowner move.

President Harry Lundeberg worked an entire week in Washington, day and night, button-holing Congressmen, Senators, shipowners, and labor leaders. By the end of last week the amendment had been killed.

Under the bill as now constituted, and waiting to be presented to the Senate, men working on government ships have the right to trial by jury in compensation cases, and all other privileges according men on private ships under the Jones Act.

## Thousands of Families Earn Less Than in '41

Contrary to general opinion, thousands of American families did not earn as much money this year as in 1941, according to a report by the Government's Bureau of Labor Statistics published in a recent issue of the Monthly Labor Review.

Twenty per cent of the families earning no more than \$1000 this year are making less than they did in 1941. Half of them are making less than three-quarters of what they earned last year.

Nineteen per cent of the families earning between \$1000 and \$2000 this year are making less than they did in 1941, according to the same report.

### GENERALISSIMO



This is a picture of Lamot du Pont. He looks like what he is—head man of America's industrialists who are out to smash labor. du Pont has been meeting secretly with other reactionary leaders and planning a new offensive against unions while they are stripped of their right to strike.

First result of the du Pont conferences was an announcement by the National Association of Manufacturers that it was greatly increasing its "educational" budget.

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**SEAFARERS' INTERNATIONAL UNION  
 OF NORTH AMERICA**  
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## German Maritime Workers Tell Conditions Of Labor

The following report which reached the International Transport Workers' Federation through underground channels, comes from the pen of a German seaman. He is active in the ranks of the illegal anti-Nazi German transport workers' movement.

—Editor.

"It is true that we only operate along the coast, but that is today no easy matter, especially when things are so badly managed as they are aboard our vessels. Apart from myself, there are hardly any able seamen aboard; the others are either very young chaps under 18 years or older men who for some reason or another are unfit for military service. They are for the most part men convicted for criminal offenses.

"In other ships many foreigners are employed — Belgians, Dutch, Latvians, Lithuanians, Estonians, and men without nationality. Among these men many are known as communists, socialists or syndicalists, and they admit it quite openly. The fact is that they are needed. Foreigners are not allowed ashore in the ship's home port. It is said that they are also not allowed ashore in foreign ports, but for the rest they are treated the same as we are and are able to move about the ship as "freely" as we German seamen.

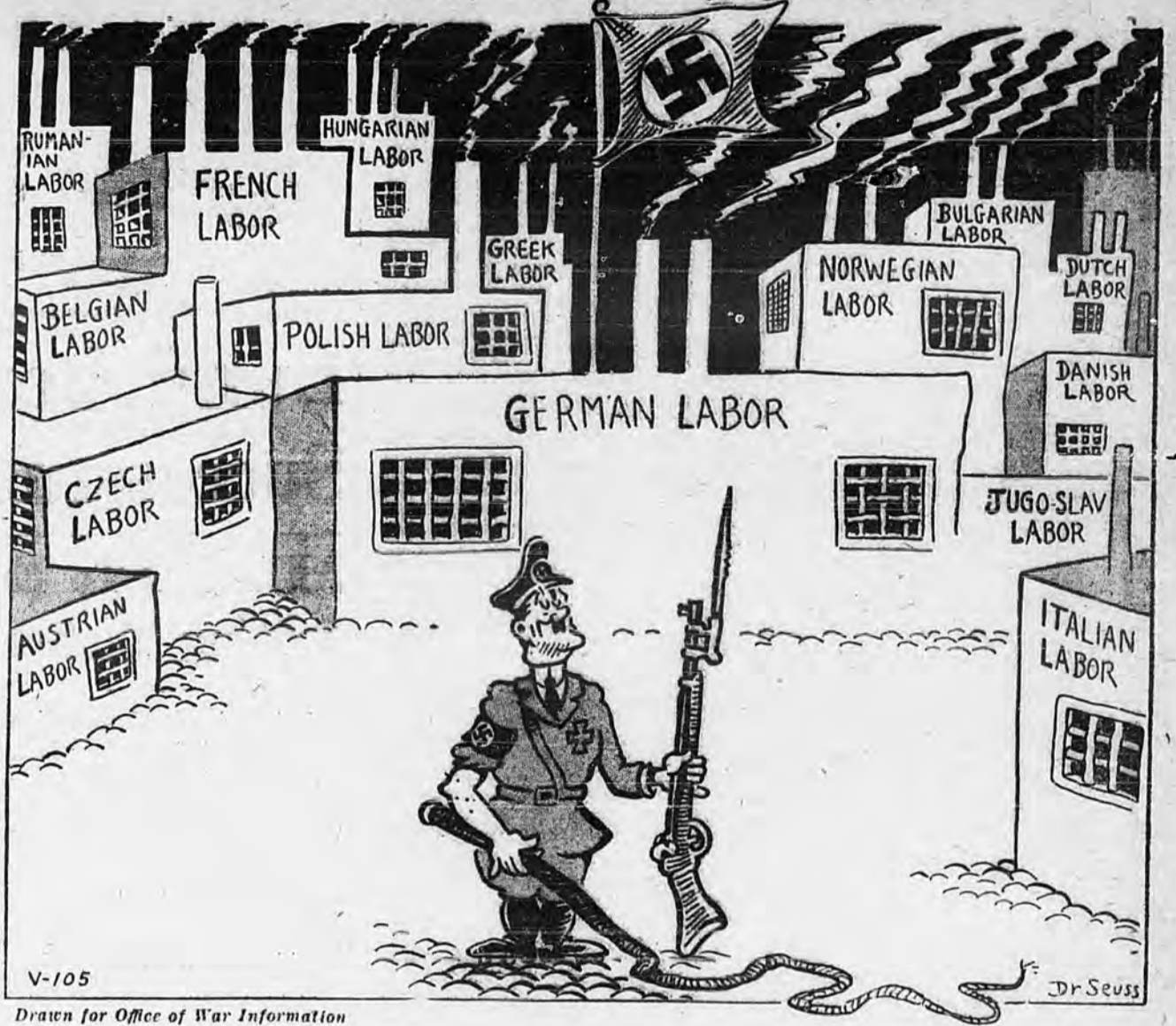
"For some time past our ship, and other ships as well, had Hitler youths between 12 and 15 years aboard. They are kept strictly separate from the rest of the crew, as they act as a kind of ship police. They have been trained to handle weapons and carry rifles and re-

volvers. They are fond of playing with these articles in port and at sea. They are to assist the captain in handling the crew. As the ship is undermanned, we have to work nearly as much overtime as normal hours. Food on our ship and in most other ships is very bad. In port only one-dish meals are served in eating houses, containing heaven knows what. For a square meal one has to pay 30 to 40 marks (\$7 to \$10—Ed.), but then you get a real good feed.

"Those who are lucky to go abroad can make some extra money by smuggling. In that way you can exchange cigarettes and cigarette paper for soap and used clothing. In the trade with Sweden and Denmark a lot of money can be made this way. The Gestapo and the others also go in for smuggling, and they really know all the tricks.

"We also paid two short visits to Hamburg, one of them before the bombing. On that occasion there was some trouble at the communal eating center, which is carried on in the open air, the food being served on wooden tables in the street. After the bombing the old part of the town and Barmbeck especially were in a terrible condition. Where my friend lives, the whole of an adjoining street had been wiped out. In the port much of the damage has been repaired. It is funny to see the camouflage they use. Big warehouse sheds have been camouflaged as churches. Others are prettily painted, with flowers all over them, so that they look like a meadow."

### ONE FACTORY, ONE UNION, ONE GUARD



Drawn for Office of War Information

## AFL-CIO To End Raiding Tactics

(Continued from Page 1)

within five days, the President of the United States shall be requested to name an arbiter.

"We recommend that this understanding shall remain in force until labor unity is effected. This agreement is subject to the approval of the executive councils of the two organizations."

Philip Murray, president of the CIO, and Harry Bates, chairman of the AFL peace committee, declared that the document was "unquestionably a move toward organic unity."

## Merchant Ship Score Reaches Total of 498

The following tabulation lists the merchant ships lost since Dec. 7, 1941:

United States	201
Great Britain	92
Norway	49
Latvia	6
Dominican Republic	4
Argentina	1
Chile	1
Russia	1
Egypt	1
Panama	31
Brazil	19
Netherlands	16
Mexico	6
Nicaragua	3
Colombia	1
Portugal	1
Spain	1
Greence	10
Sweden	7
Honduras	6
Yugoslavia	6
Cuba	3
Belgium	1
Uruguay	1
Poland	1
Unidentified Allied	29
<b>Total</b>	<b>498</b>

### REPORT FROM

## Washington

By Matthew Dushane

### U. S. Coast Guard:

I attended two meetings called by the Commandant of the Coast Guard during the week, requesting the opinions of the organizations in the maritime industry.

1st meeting: Should the Coast Guard employ a full time assistant as consultant as per the need of merchant seamen?

It was the unanimous opinion of all the representatives of the Maritime Industry that the Coast Guard is doing a very good job, and that they did not feel that a full time assistant could render any further service.

2nd meeting: Problem No. 1. Should the Coast Guard certify blue ticket as able seamen trainees who have received three months training in the government training school, and two months on a government training ship.

All the Maritime Unions that were represented there opposed this move as they felt that the present claim that there was a shortage of able seamen did not warrant this move at this time. The unions suggested that all ordinary seamen who have had six months or over at sea be rated as able seamen, and that the gun crews be taken off of merchant ships and extra ordinary seamen, wipers and messmen be carried. In this manner it would have men who have had actual sea experience to man the new ships as they are launched.

3rd. Problem. Should the Coast Guard issue a new seamen's book. This book to contain all the necessary data that is required by a seaman to carry by law. Also whether discharges should be included in this book. (Copies of proposed book are being sent to all H.Q.'s with this report).

### Collective Bargaining Agreements:

Some of our agents are a little confused as to how to act when they have a dispute with the operators over the settlement of overtime and other sections of our agreements. Some of our Agents have been sending complaints to me here on what action to take.

All our agreements are covered on how to handle disputes, and in the event that the Union and the operators can not agree, there is a clause wherein the Department of Labor shall send in a conciliator to try and settle it.

The War Shipping Administration has recognized all our agreements, and they are to be carried out to the letter. In the event that no agreement can be reached in settling any of our disputes, send me a wire on the beef and I'll make arrangements to have the Department of Labor send in a conciliator. Headquarters or the District Representative

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## In Memoriam

ALMODOVAR, RICARDO	Wiper
BERMUDEZ, JOSE A.	AB
BROWN, BERNARD	Cook
CHARLES, SAMUEL	2nd Cook
DIXON, JAMES	Messman
FARRULLA, EUSTAQUIO	Messman
GERRY, WILBURT	Wiper
HELLEBY, LOUIS	2nd Cook
HOFMAN, JOHN	Watertender
JESUS, RUFINO DE	OS
KUEMES, SEROFIN	Oiler
LOPEZ, FRANCISCO	Bosun
McGEE, FRANK	Oiler
McGUIRE, FRANK	Wiper
RANK, DEAN	Oiler
RODRIGUEZ, MANUEL Y.	AB
ROMERO, JESUS	OS
ROSARIOK, FELIX	Oiler
ROSS, ISADOR	AB

WHAT'S DOING

# Around the Ports

## PHILADELPHIA

After six months dodging fish and bombs, the S.S. Mississippi Shipping Co. iron maiden, arrived here intact from distant parts. For almost two months the crew was fed whatever scraps the steward could dig up, no butter, no sugar, and no coffee. The main menu was rice and more rice (Tokyo take notice) the water they had to drink was putrid. It was the color of diluted fuel oil, and reminded us of slimy swamp water. However, the major beef was—why the hell don't they send some War Bond salesmen aboard this ship. Of course, we got busy and did as the Brothers requested. Result, \$25,000 worth of bonds were sold.

Not enough comment and praise can be given to these men who, after facing the deadly hazards of the subs and dive bombers, plus being almost starved to death, then to still maintain the high moral and patriotic fervor as demonstrated by this purchase of those bonds. Of such men is the S.I.U. made.

Well, the opening of the local United Seamen's Service Center came off with a bang. It could have just as well been called the N.M.U. Club considering all the dirty shirts with the N.M.U. (Rising sun) insignia that were very conspicuous there. On top of this we had to look at their banner which they placed in the reception room. However, Madelain Carrol wasn't impressed by this display of dirty shirts, as she decided to pose for a picture with two real seamen. One of which was our own Johnnie Day. Hammer Head Curran was here. As usual he stole the spotlight away from the seamen, and to see him sit for all the pictures you would think he was sailing the ships himself, and was a torpedoed hero. I asked him if he wasn't afraid to get flash light burn. Curran replied, "I'm getting used to it now." One of his own members remarked, "It wouldn't hurt the big bum to make a trip."

Whatever our members felt about the NMU's idiotic displays, they conducted themselves as good union men and real seamen. But now that the opening orgie is over, let's hope the seamen themselves will enjoy whatever benefits can be derived from the Center, and the South St. goons, also the Eighth St. Philosophers, banned there from.

Fraternally submitted,  
JOSEPH FLANAGAN,  
Agent

## ITALIANS CAN SHIP

All Italian seamen may now ship on American vessels, subject only to the regulations that apply to all alien seamen. This ruling was handed down last week by the War Shipping Administration after the U.S. Attorney General ruled that Italians living in this country are no longer "enemy aliens."

## DO NOT SHIP

FANLEY R. TESCH ..... P 7840  
HENRY VAN GEMERT ... P 7852  
AMON OCASIO ..... P 7206

## NEW ORLEANS

I feel in a writing mood this morning, so I'll drop a few lines to the Log and discuss going on's around here.

In regards to the United Seamen Service, it is now taking shape here in New Orleans and it will not be long before it is a reality and not a pipe dream. I attended a meeting of the U.S.S. here last week and they set December 7 as the date to open the rest cure home in Pass Christian, Miss. They will open it in conjunction with homes in a few of the other larger cities. They are still trying to find a half-way decent place here in New Orleans so they can recondition it and make a first class hotel here for the seamen. It is mighty hard to find a suitable place here.

Have had a little trouble with the Mississippi Shipping Company in regards to stewards for their ships. The last time they tried to turn down a man because of his age. Someone in the Mississippi office must have found the fountain of youth, long searched for by Ponce De Leon. They are under the impression that they will never grow old. When they were told the steward was staying on the ship, they stated they were only looking out for his interest, they stated they didn't like the idea of sending such an old man to Russia or Africa. The Mississippi didn't take time out to realize the steward didn't stop to ask where the ship was going but didn't give a damn if it was headed for hell or not. It's the first time they have really taken that much consideration in any of their stewards.

I've made up a mailing list for the Seafarers' Log. Any of our members that are in the armed forces and stationed here in the States can get the Log as it comes out, by dropping me a card. Several of our members had asked for the Log but have never sent their address, so if any of these Brothers see this article, drop me a card and I'll put you on the regular mailing list.

Fraternally,  
C. J. STEPHENS, Agent

## PROHIBITION'S RETURN FOUGHT BY U. S. LABOR

NEW YORK CITY—A fight against the return of prohibition was launched at the first convention of the Distillery Rectifying & Wine Workers International Union.

AFL President William Green told the convention that labor "will oppose bitterly any efforts to carry us back to the fanatical days of prohibition."

"It is certainly desirable that soldiers in army camps be protected against undesirable and injurious effects arising from sale of liquor, but I am confident that the military and civil authorities will know how to correct such abuses as may exist without the necessity of having forced upon us any sumptuary legislation."

## SAVANNAH

Shipping down this way has been pretty good lately. In the last three weeks have had to get crews together for two new ships and a tug. Am expecting a new ship for South Atlantic Steamship line out around the 23rd and another one around the 27th. Any of you boys who have been wanting to make a trip down this way now is the opportunity to do so, and even get a couple of weeks' rest. Will be looking for men with ratings in all three departments around that time and could really use some old-timers.

Steady as she goes.  
CHARLES WAID, Agent

## Greek Seamen Ask Union Recognition

Seeking recognition by the Greek Government, the Greek Maritime Union last week petitioned Stavros Theofanides, Under Secretary of the Greek Mercantile Marine, for a statement of his official attitude toward the representatives of Greek seamen in this country. The union is affiliated with the International Transport Federation.

G. Gregoriades, secretary of the union, notified Mr. Theofanides of the amalgamation of the Greek seamen's organizations in Great Britain and the United States and recalled his offer to cooperate with them when the unification was complete. His letter to the Greek Minister asked for help in the normal settlement of the Greek seamen's problems in this country.

The main point of contention from the union's viewpoint seems to be the 25 per cent deduction in wages as compulsory saving which is set aside, to be given the seamen after the war. The union says this was an arbitrary imposition and that it was not consulted on the matter.

The union seeks the abolition of this deduction, or at least a reduction in the amount and a voice in the control of the fund. Mr. Gregoriades said the Greek seamen were interested in post war social security and protection from the inevitable post war shipping slump, but that the men want such measures to become effective only as the result of an agreement between the shipowners and the men.

The union also wishes to discuss the improvement of living conditions aboard Greek vessels. Safety measures, they assert, also are neglected and should be improved.

Negotiations for a collective wage agreement are in progress in London between officials of the Greek Government and the representatives of the union, George Koufoudakis, general secretary, and Antonios Ambatielos, national organizer. The new agreement is expected to increase the wage scales of Greek merchant seamen.

## SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICAN ATLANTIC and GULF DISTRICT

### Secretary-Treasurer's Office

ROOM 213—2 STONE STREET, NEW YORK CITY  
P. O. Box 25, Station P. Phone: BOWling Green 9-8346

### Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK	2 Stone St.	Bowling Green 9-3430
	Dispatcher's Office	Bowling Green 9-3437
	Agent	Liberty 4057
BOSTON	330 Atlantic Ave.	Calvert 4539
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NEW ORLEANS	309 Chartres St.	Savannah 3-1728
SAVANNAH	218 East Bay St.	Tampa MM-1323
TAMPA	423 East Platt St.	Dial 2-1392
MOBILE	55 So. Conception St.	Puerto de Tierra
PUERTO RICO	45 Ponce de Leon	Galveston 2-8043
GALVESTON	219 20th Street	

## Out of the Focs'l

by  
J. L.

We used to read about Draculas, Werwouls and Vampire Bats, but we never thought that seamen had to follow their traits in order to survive. Bro. Frizzell, Capt. Farrell and two other survivors felt it was manna from Heaven when they drank the turtle's blood. They had been torpedoed off the tip of India and were the only survivors. They had been on a raft for twenty days before they sighted a ship. But the lookouts aboard the ship failed to see their frantic waving, and passed them a mile and half off. Two turtles were swimming about their raft and trying to get aboard. In desperation they finally pulled the turtle aboard. With a jagged-edge of a bottle they cut away the shell after pecking at it for four hours. The warm blood revived them, and enabled them to last four more days before they were picked up. In later years when they tell their grand children the story, it will sound like the Rhyme of the Ancient Mariner, "Water, Water, everywhere. But only turtle's blood to drink."

△ △ △

Last week, a grand old rust bucket finally found its way into the bottom of the sea. On her previous voyage she withstood 70 days of bombardment at Murmansk. On her return voyage from Iceland, she was torpedoed. She stayed afloat for four hours, and the sub had to give her another shot before she went down. No one was lost aboard her except the ship's cat. The boys regretted her loss.

△ △ △

John Marciano has become active again as you can hear his bellows around the New York branch . . . One brother told a Company he had 120 hours overtime, but refused to give them a detailed account of it. Bro. Shatkovnik is nursing an infected tooth . . . Gawronski has finally shipped aboard the same ship that Parish is bosun on. Things ought to be a stirrin'.

## BUILD THE STRIKE FUND!

*After the war, things are going to be tough on the waterfront. Only a strong union will be able to protect the wages and conditions we now have. No Union is strong without a powerful strike fund to back it up.*

*Build the SIU strike fund now and thereby arm your union for the coming struggle with the shipowners. Read the strike resolution on page four.*

## PERSONALS

CLEMENT CLEARY  
Get in touch with Lillian Cash, 9 Broadway, BOWling Green 9-9785.

J. SALTIS, C. STARKE and J. SHARPE

The money accepted by you as members of the balloting committee in Tampa must be returned to the union. The amount is \$14.40 each.

RALPH W. LEE  
Contact Maurice P. Maloney, Room 717, Custom House, New York City.

MIKE L. REGISH  
Your old friend and shipmate J. G. (Red) Dooley is in the hospital at Fort Stanton, New Mexico. He would appreciate it if you would drop him a line.

## ATLANTIC AND GULF SHIPPING FOR NOVEMBER 16 TO 28, INCLUSIVE

	DECK ENGINE STEWARD TOTAL			
SHIPPED	256	252	195	703
REGISTERED	258	235	164	657
ON BEACH	360	240	170	770

## Belgian Seamen Mark New Gain

NEW YORK, N. Y., — ITF — The Belgian merchant seamen's and officers' organizations, affiliated with the International Transport Workers' Federation, have signed a new collective agreement with the Belgian government-in-exile in London and the Belgian shipowners, which marks important improvements in the wages and working conditions of the Belgian seamen.

According to word from Omer B. Becu, representative of the Belgian seafarers' movement in the London negotiations, the new agreement grants a flat increase of £2 and 7 shillings per month to all lower ratings, thus boosting the earnings of an A.B. seamen to £26 per month. Half of this amount is the basic wage and the remainder the war bonus. Additional wage advantages have been won for seamen who after a year of uninterrupted service are entitled to a further £2 per month, and an additional 10% increase for seamen with more than a year of uninterrupted service in foreign waters. Overtime pay has been increased to the equivalent of 40 cents per hour, and annual holidays from nine to 12 days.

Special attention has been given to the question of compensation for loss of equipment and belongings of the seamen as a result of enemy action and shipwreck, ranging from \$2 to £70.

## PLAN MORE SPEED ON LIBERTY SHIPS

Designs to increase the speed and power of the Liberty ship to a point where it would be sufficient to render it "less vulnerable to submarine attack in wartime and greatly improve its competitive value in the post-war era" are now being planned by the Maritime Commission, Rear Admiral Emory S. Land, administrator of the War Shipping Administration, disclosed this week.

During the past year designs "have been developed and construction initiated for two large fast type ships," the admiral declared. Land gave no details beyond the fact that one of the vessels is of a special Navy type and the other a "new standardized type of cargo vessel with competitive possibilities for use in post-war times."

"Generally," he declared, "the commission is following the trend to increase speed. In some tankers 10,000 horse power is being installed in place of the 6,000 originally used, and developments are now in progress with a view to increasing the indicated horse power of the EC-2 cargo vessels."

"When the Liberty ship—the EC-2—was first designed," he explained, "it was not contemplated that it would be required to carry the amount of guns, gun foundations and several other forms of protective devices that are now being installed. As a consequence of this added top hamper, it has been found necessary to carry a moderate amount of ballast. The commission, therefore, is designing a vessel to replace the present Liberty ship type.

# 1943 Atlantic & Gulf Candidates

<b>Secretary-Treasurer</b> JOHN HAWK No. 2212	<b>Baltimore Joint Patrolman</b> JOHN VECHIO No. 1616
<b>New York Agent</b> DON RONAN No. 1374 FRANK WILLIAMS No. 6161	<b>Norfolk Agent</b> MARTIN TRAINOR No. 50060
<b>New York Deck Patrolman</b> L. J. (Baldy) BOLLINGER No. G-300 LOUIS GOFFIN No. 4526	<b>Savannah Agent</b> CHARLES WAID 6-54
<b>New York Engine Patrolman</b> RAY SWEENEY G-20	<b>Tamp a Agent</b> D. L. (Jack) PARKER G-160
<b>New York Steward Patrolman</b> CLAUDE FISHER No. 362 WILLIAM HAMILTON No. 3400 FERDINAND HART No. 488	<b>Mobile Agent</b> OLDEN BANKS G-1 CARL M. ROGERS G-2
<b>Boston Agent</b> JOHN MOGAN No. 216 VINCENT YAKOVONIS No. 1774	<b>Mobile Joint Patrolman</b> ROBERT A. MATTHEWS G-154 CHARLES E. TURNER G-15
<b>Providence Agent</b> JOSEPH LAPHAM No. 247	<b>New Orleans Agent</b> A. W. AMRSTRONG G-136
<b>Philadelphia Agent</b> HARRY J. COLLINS No. 496 EDWARD M. LYNCH No. 3693	<b>New Orleans Joint Patrolman</b> C. J. (Buck) STEPHENS G-76 TEDD R. TERRINGTON G-68 EDWARD (Jack) VOREL G-10
<b>Baltimore Agent</b> JOSEPH F. FLANAGAN No. 542 J. K. SHAUGHNESSEY G-118 D. D. STORY No. 3012	<b>Galveston Agent</b> E. R. WALLACE G-237
	<b>San Juan Agent</b> DANIEL BUTTS No. 190 THOMAS M. WILHELM

## Washington Report

(Continued from Page 2)

should be contacted on the beef before any request is made here for a conciliator. All requests for a conciliator should come from the Headquarters of the district in which the beef occurs.

### Selective Service:

I am getting plenty of cases where local boards are classifying and ordering some of our men to appear for their physical examination.

Here are some suggestions for our agents to work on:

When men are required to fill in their questionnaire, they should have our agent fill in form 42-A and request that they be classified in 2-B or 3-B. It is important that this be done when the questionnaire is filled out and the both of them to be sent in to the Local Board at the same time if possible.

If this procedure is followed, we can then appeal their case.

If one of our agents or man has been ordered to appear for his physical or is classified in 1-A, wire me his name, address, local board number and address, the time the man has been going to sea, time ashore from last ship, etc. The more information the better.

After this information has been sent to me, it will then be taken up with proper authorities here and they will get in touch with the Local Board.

I can not determine here as to the outcome of the case, so the person that is involved should keep me informed as to what progress is being made in his case. It isn't of much use for me to answer all the telegrams that I receive as the only case that I would know of, would be the ones wherein an appeal has been made to National H.Q.'s of S.S., and before any appeal can be entertained here, it must be appealed in the state wherein the man registered first. H.Q.'s S.S., requests that the Local Board reconsider the man's case as per his essential needs to the war effort. All cases can be appealed to the National H.Q.'s of S.S., after the State Board has turned the man down for consideration.

### United Seamen's Service:

Met with the Executive Board at the regular meeting in New York, Friday, November 20th, and it was the opinion of the majority of the board members that the organization as it is now operating, and for the service that it is rendering to the seamen, is top heavy, and it was carried that the director shall submit two budgets to the board at its regular meeting.

1. A budget of \$30,000 and how far he can operate with it.
2. A budget of \$40,000 and how far he can operate with it.

It was suggested that all the ports where the U.S.S., open a canteen, that the ports submit a yearly budget, and that the ports wherein they are opened shall be self supporting in the operating of their canteen. National H.Q.'s should pay the expense of the local canteens.

It was also brought out that this is to be a permanent outfit, and not for the duration of the war. Unions take note.

## 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.

## School Heads' Ouster For Backing Union Principles Fought By Labor

MADISON, Wis. — Can public officials be thrown out of office because they are pledged to support the principles of organized labor? That important issue was argued before the Wisconsin Supreme Court by attorneys representing Edward Weston and Edward Rice, who had been elected members of the Kenosha School Board, but who were removed by order of Circuit Judge A. C. Hoopmann, one of the state's most notorious anti-labor jurists.

Ruling on an ouster suit instituted by reactionary Kenosha employers, Hoppmann held that because Weston and Rice were loyal to the labor movement, they had lost "independent judgment" and could not sit on the board.

Considering the issue of national importance, the American Civil Liberties Union joined with the Wisconsin State Federation of Labor and Kenosha unions in the appeal to the Supreme Court to overrule Hoppmann's decision.

## Editor's Mail Bag

Editor, Seafarers Log

Dear Sir

I am the only sister of John Cassel, wiper, who was torpedoed off the coast of India and is now among the dead. Do you know if any of them men on his ship survived. If so, I'd sure like to hear from them.

The ballyhood about what men in other services are doing for their country, but why not the merchant mariners? They are the real heroes of this war. If it was not for them how would our Allies get supplies?

I have another brother in the merchant marine and if I were a man I would be there too.

In closing, may I say that I enjoy your publication very much and I certainly would like to receive it regularly. In memory of my lost brother I wonder if you would print a little verse he wrote when he was in school? Here it is:

"True friends are like real diamonds—very rare;  
False friends are like autumn leaves—found everywhere."

Perhaps, if there is a possibility he is still alive, he will know his Sis by those words, and that she is still waiting to hear from him.

Yours truly,  
MARGARET L. CASSEL  
6 E. Long St., Apt. 1  
Akron, Ohio

Editor, Seafarers Log

Dear Sir:

My son is a member of your

union and is now someplace on the South Atlantic "delivering the goods." Needless to say I am proud of him, for being a merchant seaman in times such as these is no small job.

In honor of Joe, and all his shipmates in the union, my daughter has written a song entitled "We Salute You." If you have a little space in your paper, I'm sure that Joe and his shipmates would like to read the lyrics.

My daughter, Johanna, is 11 years old.

Sincerely,

Mrs. Bertha Glick

### WE SALUTE YOU

Men of the Merchant Marine,  
We Salute you.

You are Americans  
Through and through.  
Men of the Merchant Marine  
Who gave their lives  
For their America  
While delivering supplies.

They go out to sea  
To bring things necessary.  
So men of the Merchant Marine  
I salute you,  
And so do two hundred million  
people too.

There they go,  
Through the ocean;  
There they go,  
Ships in motion  
Through the sea.  
We salute your memory  
Brave men of the Merchant  
Marine.