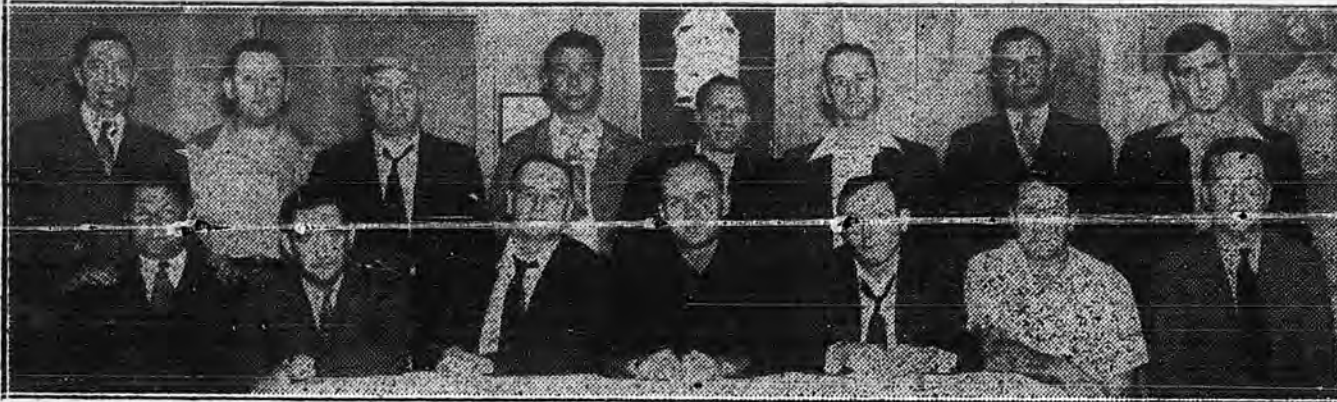


# Agents Conference Tightens War Operations Of Atlantic And Gulf

**BUSY AGENTS ARE PHOTOGRAPHED AT CONFERENCE**



(Standing) Charles Waid, Savannah; Harry Collins, Philadelphia; Matthew Dushane, International Representative; Olden Banks, Mobile; Joe Flannagan, Baltimore; John Mogan, Boston; D. L. Parker, Tampa; and A. W. Armstrong, New Orleans.  
(Seated) J. K. Shaugnassey, Port Everglades; Matthew Biggs, International Representative; Frank Williams, New York; Harry Lundeborg, International President; John Hawk, Secretary-Treasurer; E. R. Wallace, Galveston and Martin Trainor, Norfolk.

## Forges Close International Labor Ties For Post War Struggle With Shipowners

The conference held last week by the Agents of the Atlantic and Gulf District of the SIU, resulted in many important constitutional and organizational revisions aimed at the tightening of the union apparatus for the critical war and post war periods.

Meeting at Hotel St. George in New York, May 26 to June 1, the SIU Agents drew up proposed revisions to the Constitution, enacted emergency clauses for the shipping rules and passed ten resolutions to serve as guides for the union's operation in the months to

come. All resolutions and motions passed by the Conference will now be submitted to the membership for ratification.

Highlight of the Conference was the appearance of Omar Becu, American Representative of the International Transport Workers Federation. Also present were representatives of the Danish, Norwegian, Swedish, English, Yugoslavian, Belgian and Dutch seamen's unions. These brothers were set on the Conference as fraternal delegates and joined in a lively and instructive discussion on the international problems facing the seamen's unions of all countries. The result was a tightening of the fraternal bonds uniting SIU men with their foreign brothers and the laying of ground work for post war action, on an international scale, against the shipowners.

(The text of Omar Becu's opening remarks to the conference is printed on page 3 of this issue of the Log.)

The resolutions passed by the Conference pertained to: 1. A demand that the Coast Guard cease delegating its authority on seamen's papers to the RMO; 2. The granting to the Port Agents the authority to set hall to ship time for dispatched men; 3. A demand that the MWEB restore port and area bonuses and that it confine itself to the settlement of disputes between shipowners and union; 4. A call for the organization of all unlicensed men riding SIU contracted ships; 5. A demand that the WSA approve the Security Watch Agreement reached between the Union and the Mississippi, Waterman and South Atlantic Waterman and South Atlantic lines; 7. Tightening of rules covering the transferring from one department to another; 8. Clarification of vacation clauses in contracts; 9. Agitation for a boost in Bosun pay to \$150 per month; and 10. Preparation for the winning of the four watch system after the war as a means of keeping Union men employed during the anticipated depression.

The full text of all resolutions are printed in this issue of the Log. All members should study them carefully so that they can participate in the discussion and cast intelligent ballots at the Branch meetings.

## WSA SABOTAGES SEAFARERS' SECURITY WATCH CONTRACT

The last issue of the *Seafarers Log* announced that a Security Watch Agreement had been negotiated with the Mississippi, Waterman and South Atlantic Lines. Since then, however, the union has been sabotaged by the War Shipping Administration, which instructed the shipowners not to sign the agreement. The *Log* published the Agreement because it had been negotiated in good faith by both the union and the shipowners through the regular collective bargaining apparatus, and we assumed that it would become binding on all parties.

But we reckoned without the swivel chair artists in Washington. Mr. Hubert Wyckoff apparently disapproves the SIU agreement because it goes further than the SUP agreement and he is worried that it might cut into the shipowners' profits a bit.

Here is the letter sent by Wyckoff to the union and to the operators:

Mr. John Hawk  
Secretary-Treasurer  
Seafarers International Union  
Of North America  
2 Stone Street  
New York, New York  
Dear Mr. Hawk:

This letter is in reference to supplements to collective bargaining agreements between your Union and Waterman Steamship Agency, Ltd. South-Atlantic Steamship Line, and Mississippi Shipping Company, Inc. The supplementary agreements deal with the subject of port security watches required by Regulations for the Security of Vessels in Port, issued and approved December 31, 1942, particularly Sections 6.305 and 6.322 of those Regulations.

A somewhat similar order was issued by the Commandant of the

Twelfth Naval District shortly after Pearl Harbor, affecting vessels on the Pacific Coast, as a result of which the Pacific American Shipowners Association, representing the Pacific Coast offshore operators, and the unions affected entered into supplementary agreements on the subject of port security watches. These supplementary agreements have been approved both by the War Shipping Administration and also by the National War Labor Board; and our advice is that they have worked out in practice to the satisfaction of all parties concerned.

The three supplementary agreements were negotiated between your union and the three companies above named subject to approval by the War Shipping Administration in accordance with

paragraph 2 of the Statement of Policy dated May 4, 1942.

The standing of these port security watches in compliance with the Coast Guard Regulations is an emergency measure brought about by reason of the existence of the war; and it is therefore a subject upon which the War Shipping Administration feels uniformity of treatment is desirable. Many of the clauses in the three proposed supplementary agreements are modeled on those found in the Pacific Coast agreements; some clauses merely clarify provisions found in the Pacific Coast agreements; but there are some provisions which go beyond the Pacific Coast agreements and require the standing of watches in situations not required by the Coast Guard

(Continued on Page 3)

## Macauley Gives SIU The Brush-Off

Spotlight loving Edward Macauley, Deputy Administrator of the War Shipping Administration, is usually right on deck at the NMU hoop-de-doops because he know there will be plenty of photographers present. Check through back issues of *The Pilot* and you'll see plenty of photographs of the Captain smiling benignly on Ham Head and his sweater boys. But when it comes to a real working conference of SIU Agents (without photographers and publicity), then the Captain is too busy to attend.

The SIU Agents Conference was called for the specific purpose of increasing the efficiency of crewing operations on the Atlantic and Gulf coasts—a subject presumably of interest to the Captain. But despite the sending of two invitations, Macauley refused to leave Washington.

The following exchange of telegrams tells the story:

(From Hawk to Macauley, May 26)

The Agents of the Atlantic and Gulf District of the Seafarers International Union of North America, in duly assembled conference at the St.

George Hotel in Brooklyn, New York, have gone on record requesting you or Mr. Hubert Wyckoff to address this gathering, or that you designate a duly authorized representative of the War Shipping Administration to address this conference on the over all operations of the War Shipping Administration. Please wire reply.

(From Macauley to Hawk, May 27)

Referring your telegram 26th requesting representative War Shipping Administration address conference now in session, regret no suitable representative available this week. How long will conference last?

(From Hawk to Macauley, May 28)

This is to advise you that the Seafarers International Union Agents Conference will be in session all day Sunday, May 30 and Monday, May 31. Please reply as to whether you can have a representative here.

(From Macauley to Hawk, May 29)

Regret impracticable to send representative for conference. Appreciate the invitation.

# SEAFARERS LOG

Published by the  
**SEAFARERS' INTERNATIONAL UNION  
 OF NORTH AMERICA**  
 Atlantic and Gulf District

Affiliated with the American Federation of Labor

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# REPORT ON WASHINGTON

BY MATTHEW DUSHANE

Since my arrival back in Washington after attending the SIU Agents Conference in New York, I have been working with the SIU committee that was elected to contact government agencies here and submit some of the problems which are confronting the union. Contact the Coast Guard regarding the RMO having the power to clear all requests for applicants for seamens certificates, and from all indications there will be a change in this policy.

The WSA has informed the committee that they will not approve of the Port Security Watch Agreement that was negotiated by the SIU and the operators.

A meeting was held this afternoon between the committee and the WSA regarding the crews quarters on the Liberty ships.

### Maritime War Emergency Board:

There are several disputes regarding attack bonus and the following ships are involved: Jefferson Meyers and Vermont in Murmansk, Raphael Semmes in Avonmouth England and left the dock and was in channel when Bristol Channel was attacked. Francis Marion was anchored at Hull when an attack occurred there. Charles Brantley Aycock was at Newport Wales when an attack occurred there. The

Board is verifying the above claims and as soon as the company notifies them as to the entries made in the different ships' log books, or can be verified by the proper military authorities, bonuses will be payable.

Board has ruled that part of the crew is entitled to bonuses until they arrived in the U. S. This case is not completely settled as the union contended that all of the crew are entitled to bonus. Board is investigating the claims.

### S.S. Fitz John Porter:

Some of the members of the crew were given shore leave by the master and were notified that the vessel would leave the dock at 12 noon and to be aboard at 11. Crew were ashore and the vessel left at 8 A.M. Crew was prevented from going aboard the vessel due to the port regulations which prohibit any bum boat to take members of any crew on board a vessel that is lying in the stream waiting to make up a convoy. If this order had not been in effect, crew would have made the vessel. Union contends crew is entitled to wages, bonus and loss of personal effects. More on this next week.

## Blasts Anti-Union Aims Of WSA-RMO

by Sam Shatkovnick

On May 20 the newspaper columnist Drew Pearson wrote in his Column "Washington Merry-go-round" that the WSA is staying up nights, "conspiring to drive the maritime unions from the sea" by training a surplus of apprentice seamen for which no jobs are available. This is a fact which the SIU has been pointing out for months, but this is the first time that a national columnist has broken the story.

With union seamen risking their lives on ill-planned, slow WSA freighters, the WSA proceeds to train "tractable" (servant-like) apprentice seamen for the purpose of smashing the unions. Why such an attitude on the part of the shipowners and the WSA? The Union seamen sail the ships, run the risk deliver the cargo. What more can they ask of the seamen. The only thing they ask is that we give up our union and go back to the old days of the U. S. Shipping Board and the fink halls.

But in their dealings with the shipowners and builders, the WSA asks nothing. On the contrary, public money is flowing into millions of dollars in cool profits. And when these unholy twins are caught red handed in scandalous profiteering, and in building defective ships, the WSA, press, radio, hushes the affair up and merely reprimands them for being naughty boys. Then we hear that the WSA rewards them by giving them more millions in contracts for their "E" production.

From its inception, the Maritime Commission's real purpose has been to smash the unions. We seamen haven't any confidence in this biased government organization. In order not to have our union destroyed, as has been done in totalitarian countries, we must bind ourselves together and fight for our right to have a collective, democratic union. We must fight to destroy the shipowner-RMO-fink card system which has been endorsed by the Stalinist top fraction in the NMU.

The only registration card we will accept is a union card!

**Remember — Don't Sign WSA-RMO Fink Cards**

## Out of the Focs'l

by J. L.

The record held by Jules Souza of being in a lifeboat for 34 days was finally broken by six other SIU men headed by Marvin Swint who were in a lifeboat for 44 days. We believe that the brothers are shooting for that record of 83 days at sea in an open lifeboat. Wouldn't be surprised if some SIU man passed it.

△ △ △

All the brothers were shocked to hear of the sudden death of Bob Hageman who passed away in his sleep. The organization regrets the loss of such an able Union brother. George Piasecki had to be operated on after his ordeal in a lifeboat for 22 days. We received a letter from Africa wherein Carroll Quinnt informed us about his marriage and his intention to join the Army. We wish him luck. John Carroll who recently bought \$1700 worth of bonds came around Headquarters asking for a stake offering the bonds as collateral. Al Cramer finally got that Iceland money changed into American money with the help of Jack Hawk. All the bar flies have got their hands out. Donald E. Kraft was called into the Navy. We hope he will be back soon.

△ △ △

The Governor of the Bahamas recently made a visit to the Cutting Estate in Gladstone, N. J. and had a chat with each of the seamen recuperating there. Bros. Benson and Quinn were right up front when pictures were taken of the popular visitors. The TAM O SHANTER Club of Kearney supplied all the food and entertainment for the occasion.

△ △ △

Andy Smith made his first trip as Bosun. He is now shipping out of New Orleans. Frank Saxon and Harold Miller have decided to take a vacation, after stay aboard the same ship for over a year. Frank Saxon is going after his 2nd Mate's ticket. Peter Larsen who told us there was a special Heaven for seamen, arrived safely after a 15 month voyage. One of the brothers believed that the Heaven he speaks about is right next door to Hell.

### ATLANTIC AND GULF SHIPPING FOR MAY 17 TO MAY 29

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	350	291	270	911
REGISTERED	287	300	162	829
ON HAND	205	169	173	547

## FDR Asked To Correct Muddle On Seaman Papers

Honorable Franklin D. Roosevelt  
 President, United States of America  
 White House  
 Washington, D. C.

Dear Sir:

The Agents of the Atlantic and Gulf District of the Seafarers International Union of North America, assembled in conference at the St. George Hotel, Brooklyn, New York on June 1, 1943, instructed me to bring to your attention a situation which is harming the war effort and hindering this Union in fulfilling its obligation to supply crews to vessels which it has under contract.

I am enclosing a resolution that was adopted at the Agents Conference and is self-explanatory.

Before the Coast Guard delegated authority of approving all applicants for seamen's papers to the Recruitment and Manning Organization of the War Shipping Administration, this Union dealt directly with the local U. S. Steamboat Inspectors and the U. S. Shipping Commissioners and experienced little or no difficulty in obtaining seamen's papers for the men who wanted to go to sea.

This meant a more rapid crewing of ships needed to transport war supplies. In the interest of all out war effort, this procedure should be revived.

Very truly yours,  
 JOHN HAWK

## Merchant Seamen's Club In Glasgow

Thanks to the contributions of the members of the American Federation of Labor, merchant seamen of all Allied nations spending their shore leaves in Glasgow, Scotland, can now obtain rest, recreation, food, and when necessary warm clothing, at the newly opened Havelock Wilson Glasgow Merchant Seamen's Club. The club has been established and will be maintained with funds donated by AFL members through the Labor League for Human Rights.

American Ambassador John G. Winant, at the opening ceremonies, read a cable from Matthew Woll, president of the Labor League for Human Rights, in which Mr. Woll declared:

"It does us no special honor to have been able to assist the mer-

chant seamen who bear the brunt of our fight. It is in the spirit of fellowship that we have sent our contribution; we hope you will accept it in that spirit."

Ambassador Winant then spoke in terms of high praise for American workers, not only in acknowledging their contributions to the Glasgow Merchant Seamen's Club, but also for the support rendered in many other ways to projects designed to relieve the suffering of their British comrades.

The club, which was named for Havelock Wilson, founder of the British Seamen's Union, will offer facilities long needed by seamen ashore from their hard and dangerous duties with the Atlantic convoys.

# I.T.F. Official Calls For Close International Union Ties Now

By Omar Becu

American Representative of the I.T.F.

(Text of opening remarks to SIU Agents' Conference)

President and brother unionists, I have to excuse, first of all, our Chinese Seamen's representative and our Greek Seamen's representative, who were given short notice of this conference and have not been able to attend. But I am very happy to be here with you, and I must say that I feel very much at ease. Altho this is the first time that I have been at one of your conferences, I feel so, because the Seafarers' International Union is an affiliate of the International Transport Workers' Federation and also because I am convinced that there does not exist any group of workers in the world who have such a natural and practical relationship as the seamen.

I extend to you all fraternal and courteous greetings and wishes in behalf of the International Transport Workers' Federation and in behalf of the Coordinating Committee of the Allied Seamen's Unions which are represented here in the United States. I thank you in my personal name and also in the name of my brothers here present for the kind invitation you have extended to us to attend your conference.

No industry in the world has a stronger international character than the maritime industry. In no other industry have the employers such a strong international cooperation as the ship owners through their International Shipping Federation. Many ship owners from different countries have close international agreements and conferences relating to different shipping routes and trades.

Ship owners have even a regular practice to transfer the flag of their ships to the flag of another country when it suits their financial interest. The international competition between ship owners, especially among those who have no commercial agreements, have to a great extent up until now been disloyal and greatly unfair through the fact that there have always existed such a great difference between the wages and working conditions of the seamen of one country with regard to the seamen of another country. The seamen have thus far, and will continue to be, the first victims of such an oligarchy, if we do not find the means among ourselves to internationally combat and end those practices, especially after the war.

Since many years, in fact, since 1919, and the Washington conference, our International has displayed our best efforts to arrive at an international equalization of wages and working conditions of seamen. Some minor international conventions were adopted through our efforts in Geneva under the auspices of the international labor organization; but the greatest part of our objects remain still to be achieved. I think that this will be our postwar task. But, in order to do so, with the greatest possible success, we must plan now, in order to be ready when peace comes.

There is no doubt, in our opinion, in the opinion of all the organizations affiliated with the In-

ternational Transport Worker's Federation, that we will then need the greatest possible international strength and international solidarity, much greater than ever before; for if we have failed in past, there is no doubt it is due to the fact that there were some weaknesses in our international chainwork. In this way of thinking, Brother President, I must value very strongly the cooperation which the Seafarers' International Union has offered us through its cooperation. It fills a gap which we have been looking forward to filling for so many years. We were far away from each other. Perhaps the International Transport Workers' Federation has always been looked upon from your part as a European body, which in fact it has never been. It is a world-wide international organization, helping transport workers and seamen, in particular, from the far east, from all parts of the world, but we have never succeeded in bringing a closer link with you, the American seamen.

The principles of international brotherhood shown by the Seafarers' International Union proves, in our opinion, to be a good, sound and auspicious signal for the future. The part to be played by the American seamen after the war at International Seamen's and Transport Workers' conferences can be of tremendous importance to our international movement. We sin-

## ITF FRATERNAL DELEGATES



(Standing) William Post, Dutch Central Transport Workers; John S. Thore, Swedish Seamen's Union; Thorleif Eriksen, Norwegian Seamen's Union; Ernest Raberg, Swedish Seamen's Union; and Fred Claussen, Amalgamated Danish Seamen's Union.  
(Seated) George Thompson, National Union of Seamen of Great Britain; Omar Becu, Belgian Seamen's Union, and August Dijan, Officers and Seamen's Union of the Kingdom of Yugoslavia.

cerely hope that we will prove to the whole world that international brotherhood is no longer an idle word.

I think, Brothers, that especially now, during the war, we will prove it. All of our seamen of the United Nations and even some of some neutral countries—let me say, for instance, our good Swedish seamen, they won't mind me saying so, and although their country is neutral—they are wholeheartedly with us in our struggle, doing their bit. Also those of some other neutral countries I say do not

spare any effort or sacrifice to keep the way open and to make it possible that we achieve that international objective we have been reaching for for so many years. Hundreds of ship are sailing nowadays with international crews. You find in some of your own ships a dozen nationalities. You find that they are on our ships. You find them on all these ships, sailing for the common goals.

Those different nationalities, combined together, with one thought, and they prove again what international brotherhood

means when it is necessary to display such a solidarity. They learn to know and to appreciate each other. They learn to know each other's standards of living. I think and I sincerely hope that we all will profit by the lessons which are given to us now at such a great cost, under loss of lives.

I probably can end by paying the highest tribute to the gallant attitude of the American seamen for their brave struggle against our common enemy, and let me also especially pay a tribute to those of your seamen who have already lost their lives in this struggle against the brutal aggression of the oppressor.

And, Brother President, if there is anybody present at your conference who would like to have some information with regard to the structure of our International Transport Workers' Federation, with regard to our activities in the past and with regard perhaps also to the program which we can achieve for the future. Although it would take too much of your time to develop such a program that is in the hands, in fact, of our main offices which are established in the United Kingdom since the outbreak of the war, I will be happy to give any information you may desire and which I can give.

(The highlights of the general discussion will appear in future issues of the LOG.)

## WSA SABOTAGES SEAFARERS' SECURITY WATCH CONTRACT

(Continued from Page 1)

Regulations. It has been suggested both to the union and to the operators involved that there be further negotiation, but it is understood that this suggestion was not agreeable to the union.

This is to advise, therefore, that these three proposed supplementary agreements are disapproved insofar as they affect vessels bareboat chartered to or owned by the War Shipping Administration.

The War Shipping Administration is ready to assist in taking whatever steps may be necessary to resolve this deadlock.

Sincerely yours,  
HUBERT WYCKOFF,  
Assistant Deputy  
Administrator for  
Maritime Labor Relations

In the past, skippers in most every outfit have been breaking and maintaining watches contrary to the agreements and in many instances have restricted shore liberty in ports where shore liberty was not restricted by law, the excuse was government restrictions, but the real reasons have been for security or safety of the ship without the payment of overtime. The skippers attempt to jam this through without paying overtime for those required to remain aboard ship after putting in a regular eight hour day.

Since Washington has disapproved of the Security Watch Agreement which would have brought an orderly solution to this problem,

the only course left open to the union is to strictly enforce the existing agreements and see that the operators pay overtime in every instance called for under the existing contract.

The only way the union can make the shipowners live up to the contract is by getting full reports at the time the ships pay off in this country. It is up to all ships crews and department delegates to keep on their toes and record all shore liberty restrictions and the ports in which they occur. A record shall be kept of the watches, when and how they are broken or maintained so the union

can enforce the full letter of the agreements.

The union stands ready at any time to place in effect the Security Watch Agreement which it negotiated in good faith. But if the WSA insists in sabotaging our collective bargaining with the shipowners, if it persists in attempts to force upon us an inferior agreement to the one we negotiated, then we'll sit tight and ride along on our regular contracts. In the long run the WSA brain-boys are going to find that it costs the shipowners more to operate without a Security Watch Agreement than with one.

## Seafarers Asks Miners Return To AFL

William Green, President  
American Federation of Labor  
Washington, D. C.

Dear Sir and Brother:

The Agents of this union met in conference in New York on May 26 to June 1, and instructed me to inform you and the Executive Board of the AFL, that we heartily approve the acceptance of the United Mine Workers of America back into the AFL.

It is the opinion of the AFL seamen on the Atlantic and Gulf Coasts that the miners deserve the full support of the AFL in their present struggle against the War Labor Board and the Little Steel Formula. The miners can best be support if they are part of the Federaton.

Moreover, the miners' long and cherished tradition of trade union militancy will bring to the ranks of the AFL much needed strength for the difficult days ahead.

We therefore urge immediate and favorable action upon President John L. Lewis' application for readmittance to our Federation.

Fraternally yours,

JOHN HAWK

## DO NOT SHIP

- Edgar Leadlie ..... P 8850
- Arthur Engler ..... P 7750
- Louis Wolins ..... 5282
- C. A. Beaver
- Roger Kearns
- William Daley
- Douglas Raulhic
- B. SHULER
- P. BRADSHAW
- C. SOSTELLO
- TERRENCE D. O'CONNOR

## Personals

Will former members of the crew of S.S. Warrior who know Jack Wilson, former watertender, who became ill while the vessel was being fumigated at Manila, please communicate with Col C. Berenholtz, 312 Equitable Building, Baltimore 2, Maryland.

### RAY HOLDER

Your book and papers have been found. Get them at headquarters office, Room 213, 2 Stone St., New York City.

### WILLIAM R. DIXON

Please contact the New York Agent next time you are in town.

## MONEY DUE

Steward's Department of S.S. West Gatomska have division of wages due. Collect Mississippi Line, New Orleans.

Crew of S.S. Kofresi have attack bonus coming from Waterman Line, 19 Rector St., N.Y.C.

Remember — Don't Sign WSA-RMO Fink Cards

# Resolutions Passed By Conference

## Seamens' Certificates

### Resolution No. 1

WHEREAS: Since the enactment of the Merchant Marine Laws of 1936, it has been the duty of the U. S. Steamboat Inspection & Navigation Service to issue certificates to applicants wishing to go to sea, and having the qualifications as prescribed by law, and

WHEREAS: The President of the U. S., in an Executive Order has empowered the U. S. Coast Guard to administer the U. S. Merchant Marine Laws that come under the jurisdiction of the Bureau Marine Inspection Service, and

WHEREAS: The U. S. Coast Guard has now given the R.M.O. of the W.S.A., the power of approving applicants for Merchant Marine certificates, which power rightfully and only belongs within the jurisdiction of the Coast Guard, and

WHEREAS: The R.M.O. is discriminating by not approving of applicants wishing to go to sea who are below or above the age limits required by the U. S. Maritime Training Service for recruits, and

WHEREAS: The R.M.O. is also discriminating against men who have been rejected by the armed forces for service, but are physically able to perform duties on board vessels, and

WHEREAS: The War Manpower Commission has issued a directive to Selective Service to give consideration for deferment to active Merchant Seamen who do not exceed 30 days ashore in between ships, and

WHEREAS: Under the terms of our collective bargaining agreements, the Union is duty bound to supply crews to vessels on which the Union has an agreement, and

WHEREAS: The R.M.O. is hindering the Unions' effort to fulfill its obligations in supplying crews to vessels with which the union has collective bargaining agreements, and the Statement of Policy agreed upon by the War Shipping Administration, and the Union, therefor be it

RESOLVED: That to further contribute to the all out war effort, the Seafarers International Union, Atlantic & Gulf District urge Vice Admiral Russell R. Waesche, Commandant of the U.S. Coast Guard to rescind his order, thereby enabling men who wish to go to sea and contribute their part towards our war effort to do so, and not be obstructed by the discriminatory policy of the R.M.O., and be it further

RESOLVED: That we instruct our Sec.-Treas., John Hawk to forward copies of this Resolution to Pres. F. D. Roosevelt, Vice Admiral Russell R. Waesche, Commandant of U.S.C.G., Mr. Paul V. McNutt, Chairman of War Manpower Commission, and Congressman Otis S. Bland, Chairman, Committee on Merchant Marine and Fisheries.

## Dispatching Time Rule

### Resolution No. 2

WHEREAS: It has been the policy of the Agents Conferences in the past to bring back to the membership certain recommendations, and

WHEREAS: These recommendations have proven to be benefi-

cial to the majority of the membership concerned, and

WHEREAS: At this time certain recommendations are in order for additional shipping rules, and

WHEREAS: We, the Agents assembled here in conference go on record to add to the shipping rules for war time conditions, therefore be it

RESOLVED: That each respective port be empowered to set a time limit as to when a man shall report aboard a ship when he has been dispatched, and be it further

RESOLVED: That when the time limit is set in the various ports, and a man who was dispatched to a ship and who fails to show up within that set time, that another man be dispatched to the ship in his place, and be it further

RESOLVED: That the aforementioned member will not receive any remuneration for being shipped, and be it further

RESOLVED: That if a man is drunk or otherwise refuses to sail the ship, that he be automatically fined the sum of twenty-five (\$25.00). This to be notated in the remark column in his membership book by the agent in the port where this has occurred, and be it finally

RESOLVED: That this be adopted as a war time measure with the recommendation that it go on the referendum ballot at the next general election.

## MWEB and Bonus Demand

### Resolution No. 3

WHEREAS: The Seafarers International Union, Atlantic and Gulf District are signatory to the Statement of Principles, and in the Statement of Principle the duties of the Maritime War Emergency Board are strictly defined, and

WHEREAS: The Board is duty bound by the Statement of Principles to make decisions only in cases where in the union and the employers have a dispute and cannot agree, and

WHEREAS: The Board contends that they can, upon their own motion, make decisions, therefore be it

RESOLVED: That this conference go on record and request the board members to live up to the Statement of Principles and only make decisions where there is a dispute between the union and the employers and they can not come to an agreement, and be it further

RESOLVED: That the board be instructed to restore the port and area bonuses that were in effect prior to March 1st, 1943, and be it finally

RESOLVED: That the board be instructed to immediately correct the gross inequities that exist in the war risk insurance, namely repatriation limit of two years, and low disability benefits.

## Trip Cards

### Resolution No. 4

WHEREAS: Quite a few men are sailing aboard S.I.U. contract ships who do not have union books, and

WHEREAS: They enjoy the same benefits aboard ship that union men have fought for, and

WHEREAS: Some of these men make a trip or two and never make any effort to join the union, therefore be it

RESOLVED: That we issue trip cards to these men, collect dues, and the strike and organizational assessment on these trip cards, and be it finally

RESOLVED: That all agents and patrolmen are hereby instructed to organize and join into the union all persons who have U. S. Certificates, and meet with the requirements of the union as per Article III of the Seafarers International Union, Atlantic and Gulf District Constitution.

## Security Watch

### Resolution No. 5

WHEREAS: The Atlantic and Gulf District of the Seafarers International Union has negotiated security watch agreements with the Waterman, South Atlantic and Mississippi Lines, such agreements being designed to provide for ship safety in war time, and

WHEREAS: This agreement was reached between the union and the operators through the regular collective bargaining apparatus, with the aid and approval of the conciliation service of the U. S. Dept. of Labor, and subject to the approval of the W.S.A., and

WHEREAS: The W.S.A. informed the union that it would give prompt attention and decision on this agreement, and

WHEREAS: Upon May 22, 1943, Herbert Wyckoff, assistant deputy administrator of the W.S.A. informed the union and the operators that the W.S.A. disapproved the agreement but desired further discussions toward the imposition upon the S.I.U. of the S.U.P. security watch agreement, and

WHEREAS: The S.U.P. agreement covers only the Deck Dept., while the S.I.U. covers all 3 depts. and

WHEREAS: Other difference in East and West coast working conditions makes the S.U.P. agreement all but impossible of operation on S.I.U. ships, therefore be it

RESOLVED: That delegates from the S.I.U. Agents Conference now convened in New York proceed immediately to Washington to fight this move of the W.S.A. to intervene and upset our collective bargaining relationship with the operators and use all means to force confirmation of this security watch agreement, and be it finally

RESOLVED: That should the W.S.A. continue its efforts to sabotage this agreement, the delegates shall be empowered to take the problem directly to the War Labor Board and/or other government agencies concerned with this dispute.

## Department Transfers

### Resolution No. 7

WHEREAS: Sydney Gretcher, when he was acting Secretary-Treasurer of the Atlantic & Gulf District of the Seafarers' International Union of North America issued an order that all agents were instructed to register any member of any repartment on the shipping list that the member requested, providing the member had the indorsement on his certificate, regardless of what department his union book designated, and

WHEREAS: This order has never been rescinded by the union officially, and

WHEREAS: This system of organization is not in any sense of

the word bona-fide trade unionism, and

WHEREAS: This jumbled up rule is disintegrating the efficiency of the union to the detriment of the men on the ships, and

WHEREAS: The Union was organized for just that particular purpose, to protect the men that are on the ships, therefore be it

RESOLVED: That members shall only be permitted to register on the department shipping list that their union book indicates, and if there are no members in the union hall available, then the men on the other shipping list that have the indorsement on their certificate shall have preference to the job, and be it further

RESOLVED: When any new member is initiated in the union, he shall specify what dept. he desires to sail in to the Investigation Committee and such specification shall be inserted in his membership book when issued at Headquarters, and be it finally

RESOLVED: That no member shall be allowed to transfer from one department to another until he has served six months in his particular rating, without permission from the membership.

## Vacation Clause

### Resolution No. 8

WHEREAS: The Seafarers International Union, Atlantic and Gulf District have in some of their agreements a clause where, in order for a person to receive vacation benefits, it is necessary for him to quit his vessel, and

WHEREAS: This clause in this section was incorporated into the agreement at a time when shipping was very slack and

WHEREAS: Due to the shortage of seamen, this creates a difficult situation, therefore be it

RESOLVED: That the Sec'y.-Treas. stand instructed to contact all S.S. Companies where the union has a vacation section in the agreements and re-negotiate an amendment to the vacation section to allow seamen who are entitled to a vacation to receive same and stay on board the ship and be it finally

RESOLVED: That this amendment to the section be limited for the duration of the war only.

## Bosun Pay Scale

### Resolution No. 9

WHEREAS: Under the Little Steel Formula any inequality in present wages can be taken up and adjusted, and

WHEREAS: The present scale of wages gives the Bos'n is only \$7.50 per month more than the A.B.'s and Q.M.'s, and

WHEREAS: It is practically impossible to get experienced A.B.'s to assume the responsibility of Bos'n at this scale of wages, and

WHEREAS: Under a directive issued by the U. S. Coast Guard an experienced A.B. can act as Mate for a salary of \$185.00 and therefore be it

RESOLVED: That men who have three years discharges as A.B. who do sail as Bos'n shall be paid at the rate of \$150.00 per month, and be it further

RESOLVED: That copies of this resolution be forwarded to the members of the W.S.A. and our Washington representative be instructed to contact the board members to explain the necessity of this action.

## Four-Watch System

### Resolution No. 10

WHEREAS: Due to the present conflict between the Axis Powers and the United Nations it has become necessary to construct thousands of new ships to carry food and war materials to our Allies and armed forces in all parts of the world, and,

WHEREAS: The United States Government, through its agencies, has trained and is still training thousands of seamen to man these ships, and,

WHEREAS: After international commerce returns to peace time levels, a large percentage of these war time built vessels will be laid-up, as they were after World War No. 1, and,

WHEREAS: The laying-up of these ships will create an unemployment problem among the workers of the American Merchant Marine, especially the seamen, therefore,

BE IT RESOLVED: That this Union go on record as in favor of the Four-Watch-System to cope with the expected unemployment situation and that after the war the officials of the SIU of N.A., use their utmost efforts to negotiate agreements to incorporate the Four-Watch-System in all the agreements and be it finally,

RESOLVED: That we repledge ourselves not to strike any vessels during this war and that any member who advocates the slowing-up of transportation or strike (other than through the medium of the Constitution) shall be expelled from the Union as an obstructionist.

## In Memoriam

BULLARD, SAMUEL T.	AB
BUSTIN, L. R.	FOW
CARTER, J. D.	Messman
DE LOACH, B.	A.B.
DIX, DANNY	Oiler
ELLIOTT, ROBERT	Messman
GROOVER, CHARLES W.	Messman
HAMPTON, JOHN	Fireman
HAYMAN, GEORGE W. Jr.	3rd Cook
HUGGINS, WOODROW	Deck Engineer
JERNIGAN, LEROY	FOW
KILEY, MELVIN	OS
Mc DANIEL, THOMAS J.	2nd Cook
PICKETT, LOREN	Messman
TAYLOR, FRED	Fireman