

Details Of New Victory Ship Are Revealed By Maritime Commission

Despite opposition of certain shipowners who care less for the lives of their crews than for profits, the Maritime Commission's plan for replacing Liberty ship production with the faster and safer Victory ships is going through. Last week for the first time, details of the new Victory ships were released by Admiral Howard L. Vickery, Vice Chairman, U. S. Maritime Commission, in an article appearing in the Aug. 9th issue of the *Journal of Commerce*.

Here are the pertinent excerpts from the Admiral's article:

The Maritime Commission has designed a new cargo vessel, which combines the high speed of the C-types with many of the features which have permitted such rapid construction of the Liberty ship. The present schedules, are based upon the construction of the new vessels with steam turbine propulsion. Utilizing two different sizes of power plants, the smaller of which develops 6,000 HP, the Victory ship will have a normal speed of 15-17 knots—compared with the 11-knots of the Liberty.

The new vessel will be 20 feet longer than its predecessor. The Victory ship will have increased beam to insure adequate stability, armament and all, without this sacrifice of carrying capacity.

Among other differences, the present vessel has two decks whereas its successor will have three permitting better utilization of holds for the stowage of the types of cargo most generally to be carried. In addition,

numerous miscellaneous changes have been made to improve the working conditions of the ship's personnel, as well as the actual cargo transporting utility.

Although the Victory ship program has been in the making for a long time, few vessels will be in actual service before another 1,000 Liberties will have joined the fleet. The length of the war, obviously, will be the principal factor in determining how many vessels of the new type will be constructed; present schedules contemplate the delivery of approximately 340 during 1944.

Minority Union Can Ask Strike

WASHINGTON — A minority union or group of workers can call for a strike vote to be held 30 days after the government has been given notice of a labor dispute, under the Smith-Connally Act, Attorney General Biddle has ruled.

This ruling was made on a question presented by the NLRB. Biddle's answer caused the NLRB to set the first strike vote to be held under the new law for Aug. 4, in the Allis-Chalmers Mfg. Co. plant in Springfield, Ill.

The strike vote was requested by District 50 of the United Mine Workers union (unaffiliated) after the NLRB had dismissed its petition to be designated as the collective bargaining representative of the workers.

S.I.U. CREWS LAUDED FOR HEROISM AT SEA

The crews of two SIU ships were the object of high praise this week from the government. Their courage and seamanship while under enemy attack on the high seas marked them as true heroes and a credit to the merchant marine and the union to which they belong.

The men singled out for honor were the crews of the SS Matt W. Ransom and the SS

William Wirt. Both crews met Axis raiders with the odds greatly against them, and proved to the hilt that the ordinary working stiff doesn't need a uniform and a lot of brass hat discipline to be a good fighter.

The praise these men now receive from the War Shipping Administration is, to say the least, ironical. For it is the WSA which (between pats on the back) sticks knives in their ribs. While these men fight torpedoes and dive bombers on the high seas, the WSA attempts to scuttle their union security and conditions back home.

The whole rotten anti-union policy of the WSA is known to the seamen all over the world. These men fight the Axis because they believe that in so doing they are smashing Fascism abroad. But they have no illusions that the crushing of Germany and Italy removes all the enemies of labor — they know that they have another fight on their hands back home after the foreign war has been won.

They know that this second fight for democracy will be waged against the shipowners and swivel chair brass hats in Washington who now pat them on the head from time to time with one hand, while erecting baracades with the other.

We don't reject these words of praise merely because they come from the WSA. These crews have earned this recognition and accept it as their just due. But we can't help but observe

(Continued on Page 4)

Hot Lips Joe Gives Out With Flute

Shade of the ancient Mariner, blow me down mates, but this is the tops. Here is the yarn. It seems that the Stalinist "brain trust" who control the CIO unions in marine, especially the NMU and the ILWU, are noting that these unions are being filled up with youngsters from the training schools who are now flooding into the industry, while the real seamen and longshoremen are fading out of these unions, especially in the NMU where they became sickened by the noise of super-patriotic hot air made by chairwarmers on high salaries, riding on the backs of their members who were out there doing the sailing—and the dying.

What to do? Ah, what to do? Having made these two worthies Curran and Bridges, arm chair admirals and generals and 2nd front experts, as well as labor relations experts on all sorts of CP hatched plans, they had yet another job for them. This time, it is to beguile and entertain the youngsters. They have discovered the great musical (sic) talents of Bridges and Curran who

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We Open New Union Hall In Calif.

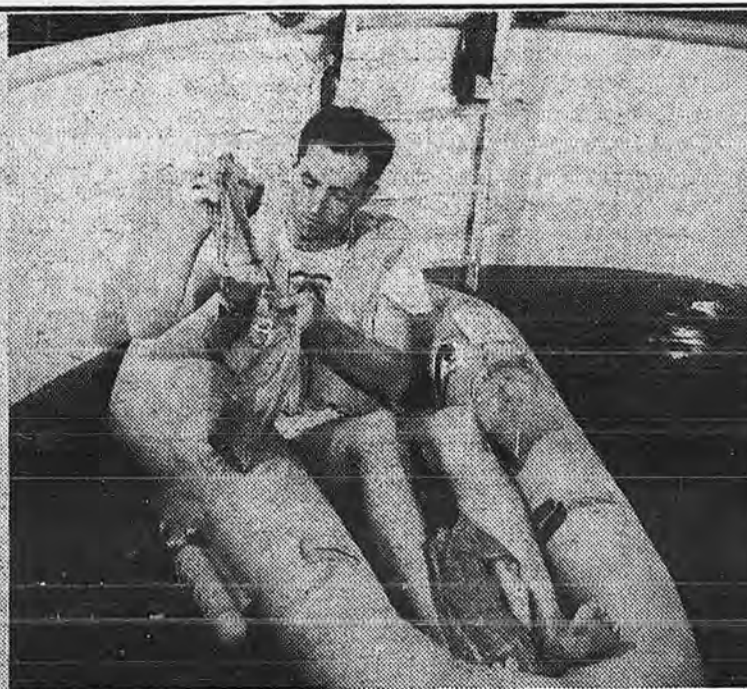
One of the most modern and attractive union halls in the country was opened last week by the SIU-SUP in Wilmington, California to care for the ever increasing traffic in the port of Los Angeles. The building is a one story brick affair with plenty of large windows to make the interior light and cheerful. It is centrally located at 440 Avalon Blvd.

This hall sets a new standard for maritime labor and serves as a monument to the efficiency of the SUP and the fast growing Pacific district of the SIU.

A gala opening was held at the hall last week, and union and maritime leaders throughout the state attended. The boards literally groaned with food and liquor and no one left hungry (or thirsty).

The building will have a central hiring hall and offices for Red Snow, SUP agent and Bill Gries, SIU agent. The MFOW will also have an office in the building.

Congratulations and smooth sailing to Wilmington from the Atlantic coast.



These pictures illustrate the main steps in the conversion of sea water into drinking water by a process perfected by the Navy. Equipment consists of two plastic processing bags, both of which contain filters. In the first picture on the left a sea-

man squeezes the upper portion of the bag, containing sea water and a filter sack. This disperses chemical in the water and removes the salt. In the center picture the saltless water is transferred into the second bag for the purpose of removing the sodium. After the second bag has been

squeezed and the sodium removed, the water is safe to drink. It possesses a sulfur taste, but no seaman is going to kick about that in the middle of the ocean. The hitch is that this equipment has not been placed aboard merchant ships but is restricted to the Navy. Don't ask us why.

SEAFARERS LOG

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Hep Cat Curran Sounds Off

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are now experts on Jazz—no less. Lovers of music and culture, says the Party in its voice the *Daily Jerker* of July 23rd in a column by one Mike Gold. The NMU headquarters in New York is to be turned into a Palace of Jazz. (Likewise Bridges CP squirrel cage in San Fran.)

From now on it's "Hep Cat" Curran and silver toned Guy Lombardo Bridges, the great Commie "leaders" of maritime workers. Visualize them, especially Ham Head Curran who knows as much about culture as he does about the inscription on the Rosetta Stone. As for Bridges, his fame as a lover has reached us, but music wasn't mentioned.

Hep Cat Curran, the old rug cutter and his orchestra, Curran playing his favorite instrument, the flute. Myers sounding off on his tooter, Stein trying to play a half dozen instruments at once. Smith on the trombone, Lawrenson on the drum, McKenzie on his zylophone, with the score written by Browder, and Tommy Ray doing the ba-

ton work from the orchestra pit. The audiences are all Commies from the Waterfront Section in the front row to do the heavy cheering on all flat notes, and the general assembly are the newcomers to the NMU and the industry. Each is ready and willing to drop their instrument and play the role of singing waiter.

Hear Curran sing "You made me what I am today" while looking at Ray for direction. Beautifully rendered, enough to wring tears from the eyes of the Old Timers now out of the NMU who know the score. Stein sings "Every little bit added to what you got." Ah, a gala evening. What culture, what zest, what verve. Rachmaninoff, Beethoven, Shubert, would pale with envy at the musicianship of this newly discovered talent. The new recruits will be forever drawn to the NMU (with enough suitable girl Communist talent as an added attraction). Ah, youth, ah glorious musical delight. What muscians.

We can see Curran in the near future demanding an agreement

from the WSA to put an orchestra on every ship, and that seamen's gear should include musical instruments furnished by the Company. Instead of coffee time, the NMU would sponsor a Hep Cat Hour. Pictures of Curran and Guy Lombardo Bridges to hang in every corner on every NMU ship. Spirit of Progress, (or is it a case of giving them circuses?)

All oldtime seamen must be forever grateful for the "discovery" by the Communist Party of the latent musical genius laying dormant under the homely phsiogs of Curran and Bridges. From now on—all will be sweetness and light, men will refuse to think and will remain satisfied with Communist displays enough to stay in the Union and pay dues to the Commies, instead of following the old time NMU members out of the "union" as they are doing now. Yes, and by the looks of it they will go a hell of a lot faster from now on or we miss our guess.

—Top An' Lift

New Withholding Tax On Wages Is Explained

By Theodore Thomson

(The following article was printed several weeks ago, and is now being repeated for the benefit of men who have just returned from sea. All Agents should clip this story and put it on the bulletin boards.)

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

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

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

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

3 months at \$52.00	\$156.00
16 days at \$1.70	27.20
Total exemption	\$183.20

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

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

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

127.20

862.20 1% of which is \$8.62, so your final computation would be as follows:

Total Earnings	\$735.00
"Pay as you go" tax	110.36
	624.64
Social Security Tax	8.62
Net Wages	\$616.02

ORDER ON ALIEN SEAMEN EXTENDED

The War Shipping Administration has extended its restrictions against the employment of seamen of certain nationalities on vessels of United States, Panamanian or Honduran registry to include French nationals not employed as seamen on such ships on or before June 1 of this year, and Chinese nationals not so employed on or before July 15, "except when their employment is requested by the Recruitment and Manning Organization and from the properly accredited consular representation of the nation involved."

The order, issued as a revision of Supplement No. 2 to General Order No. 5, brings to a total of ten the nationalities affected by current restrictions on the employment of alien seamen. Others, named in previous WSA orders in March and April, included Dutch, Norwegian, Belgian, Greek, British, Yugoslav and Polish nationals not so employed on or before April 8, and Brazilian nationals not so employed on or before February 1.

The new ruling changes the former qualifying clause, which read "except by consent of a properly accredited consular representative of the nation involved," by specifying that in each case a special request must be issued by the Recruitment and Manning Organization."

Personals

R. O. McDONALD

Get in touch with Marie, 808 Dauphine St., New Orleans. It is very important.

R. THOMPSON, 2873

Next time you are in New York see Claude Fisher, Steward Patrolman.

Keep In Touch With Your Local Draft Board.

Seamen And Their Struggle Against Exploitation And Government Repressions

By Matthew Dushane

(Following is chapter two of a series of articles on early maritime struggles led by Andrew Furuseth and the AFL.)

Legislation: Continuing the fight that was led by Andrew Furuseth for seamen's rights, here is the action that was taken at the conventions of the American Federation of Labor.

1899

President reported gains made through the seamen's new law. He said, "The law does not grant all that was asked, but in American ports, the ports of British possessions of North America, Newfoundland, the West Indies and Mexico, it abolishes imprisonment for desertion from vessels and does not permit of their being arrested and compelled to go on board of a vessel and to work against their will. It provides that the sums of wages due to seamen not exceeding \$100.00 can be sued for under summary proceedings. To a majority of the crew exclusive of the officers, is granted the right to demand a survey in any American vessel in American ports. An improved scale of provisions was adopted. The crimping system, although not entirely abolished, was modified by reducing the possible allotment to crimps. It also gives the seamen the right to quit work at any time, and for any reason sufficient to himself, in any port of the United States. It gives to him immunity in the U. S. from being brought on any vessel against his will. It reduces the evils of the crimping system by one half. It provides for summary proceedings. These are good steps in the right direction, but by no means sufficient. It is also a partial reversal of a policy which has existed in our country since 1793; namely, treating the seamen as serfs; and we may feel assured that by having entered upon the re-

versal of that system to the extent of this law, we shall see within a reasonable time the absolute abolition of the system of involuntary servitude under which the seamen have been, and are, in the foreign trade still suffering."

1900

Protested against more than one cargo carrying vessel being towed at one time unless they are capable of taking care of themselves at sea, under sail or steam. We believe that there is no hope of materially increasing the number of native seamen as long as those in our merchant marine still are subject in a foreign port to involuntary servitude.

1901

The Commissioner of Navigation said there is no provision of law empowering any officer of the government to regulate the number of vessels in tow, although the matter was referred to in the report of the bureau for 1889; that the chances for the passage of any legislation upon the subject would depend to an extent upon "A specific statement of the losses of barges and their crews." Executive council instructed to inform the President of the U. S. that treaties with foreign countries permit involuntary servitude for seamen. Undermanning of vessels is driving native seamen from the sea.

1902

Condemned practice of bringing Chinamen from China and placing them on American Vessels. Legislative committee had defeated attempt to restore provisions of the old law denying right of seamen to quit their

(Continued on Page 3)

WHAT'S DOING

Around the Ports

BOSTON

Recently there appeared at the Boston office a young chap who asked if he could join our union as he had heard we had better conditions, better crews, and more harmony on board ships under our jurisdiction.

After questioning him to some length I was told the following:

He was 20 years old, an American by birth, and had applied to the RMO for a berth on an American vessel. The RMO shipped him on a Panamerican vessel as coal burning fireman for \$65.00 per month with the promise that if he sailed on her for 6 months they would get him U. S. Seamen's papers and they would permit him to sail on his own U. S. ships. Well, he made one trip on her which lasted two months and came to the conclusion that any sane person would go insane if they made a second trip. Also he wished to know from me why it was that his government did not think him good enough to permit him to sail on a U. S. merchant vessel and yet talked him into signing on a Panamanian vessel. I told him the best way to find out was to ask the United Fruit Co. or his Congressman and as an American citizen he had a right to know.

Here is an example of our government crying for seamen to man "New Liberty Ships" and when our earnest youth apply, the same government acts as a shipping master for another government in supplying youthful American citizens to work under coolie conditions and scab wages. Yet year after year they send a representative to some labor conference at Geneva or London with instruction to bring before representatives of other governments ways and means to increase safety at sea and higher wages for seamen so that American shipowners will not be compelled to compete under such disadvantageous competition as practiced by foreign shipowners. It reminds me of the story of "Finky Lou," but that's another story.

I have good news for Brothers Armstrong and Wallace. At long last they can expect to receive the packages of Roach exterminating powder that was promised them at the last Geneva Conference. With 4 foot of water in our Galveston Hall I wonder what Brother Wallace intends to do with his package.

I was seriously thinking of putting Brother Dushane on my mailing list as I understand some Washington offices are infested with Roaches.

I see where Jimmy Corfue is making another trip on the same ship as steward and all the stewards dept. are signing on again with him. Well, such popularity must be deserved, and by the way, Jimmy, Mayor Tobin of Boston certainly enjoyed your stories.

JOHN MOGAN, Agent

MOBILE

It has been the contention of this organization ever since the inception of the Maritime Commission, that it was nothing more or less but machinery to eliminate the maritime unions from the field. The ship operators will stop at nothing to revert back to the old fink days.

To substantiate my argument I will just give you a little citation of how the W.S.A. functions. Tuesday July 27, 1943 the S.S. was scheduled to sign articles for parts & ports unknown. The crew demanded a transportation letter back to the port in the Gulf like all other ships out of this port. The company refused to sign the letter with the statement that the W.S.A. would not permit them to go for any thing else but Regulation No. 64 of the W.S.A.

Now for the benefit of everybody concerned this regulation No. 64 was drafted by a bunch of high pressure lawyers in Washington, and by all accounts it took them three months to draft it—which may be a smart job, I am not commenting on that phrase of the picture. I will admit that ever since Pearl Harbor, when labor gave the pledge to the President that it was waiving all rights to strike for the duration, the industrial Giants got busy immediately with all of their stooges in Washington to push labor back on its heels and they have done a very good job of it too.

Getting back to the Robin Line Liberty ship and the transportation letter, both sides backed and filled arounded for two days and on Thursday morning, July 29, the W.S.A. ordered the shipping commissioner down to the ship at 10 a.m. to sign the ship on. The W.S.A. informed the crew that they would have to sign Regulation No. 64 or else, and the crew just informed them that it was else, and for them to go right ahead and get themselves a crew of factory sailors.

Now every single person that was involved in the beef very frankly admitted that the crew was one hundred per cent right in their demand, but W.S.A. would not permit the company to sign anything else but regulation No. 64. Now this Regulation No. 64, in the Preamble the instructions to General Agents, all Agents are to use their discretion on the using of Regulation No. 64 as a rider, but they did not allow them to use their discretion in this case. So it's very obvious that as far as the Statement of Principles is concerned the W.S.A. doesn't have any idea of living up to it. If that is not a violation of the Statement of Principles, cut my legs off and call me shortly.

The RMO put a crew aboard and the good old ship sailed that way.

OLDEN BANKS, Agent

NEW ORLEANS

Things are still just barely making the grade down here. Few ships, plenty of men, plenty of squawks and still plenty of the old fashioned chislers by the companies.

The pay off for the week was a new Waterman ship showed up to start the week and the men on deck got very very insulted because of the fact that the ship was not built, or rather rigged, to fit all hands at the present time. The crew and the gun crew just could not seem to get together about who ate when. The result that after a few drinks the men called the hall and ordered replacements. I pointed out to the men that they would have to stay put until we found out whether or not that we could get replacements. They promised that if the replacements were not down there that they would sail the ship rather than put the union in a spot. Result that after a few more heaves on the back splice they all returned to the ship and packed up their gear and va-moosed.

This at sailing time with the result that the company naturally called the RMO and sailed the ship about four hours later. This is the sort of reports that the M.C. and C.G. the Navy and all the other bureaus like to compile and send in reams of stuff on. Just a few more of these things are needed to really put the ax to the men that are sailing the ships. All this took place on a new ship that came here from Mobile. It seems to me that this crew, if things were all that bad, could and should have notified the Mobile branch, instead of waiting for sailing day to start a beef.

A little trouble on one of the ships with a colored stewards department. Around sailing time it's been the habit here lately for these gents to get off the ship and we have been forced to issue trip cards to quite a number of men to sail the ships. This time the only men that sailed the ship were the steward and the 2nd cook, the rest of the dept. was filled out with the Filipino boys who, once they get a ship, hold on pretty good. So we can look for this ship now to be a solid Filipino ship. This may teach a needed lesson to those who need it.

We have a couple of very nice looking halls on the string here so expect to have something definite to submit to the members very shortly.

ARMY, Agent

Attention Agents!

Wallace Sweat, G-58, signed on in Jacksonville, Florida and signed off in New York. He is an anti-union performer and refused to pay his dues. Be certain that he doesn't ship on an SIU vessel.

Seamen And Their Struggle

(Continued from Page 2)

employment even when a vessel is in a safe harbor. Demanded repeal of treaties permitting involuntary servitude; repeal of law prohibiting licensed officers in the merchant marine from leaving their employment; opposed ship subsidy bill because it was calculated to extend the transportation monopoly now held by the railroads on land into and over the sea without in any way helping to develop a native or naturalized body of American Seamen.

1903

Arresting and returning to their respective vessels such seamen as deserted is contrary to Human Liberty; employment of inexperienced men as seamen has caused large loss of life; Congress should enact a law giving all seamen full right to quit work in any safe harbor; Urged Congress to prohibit towing of more than one vessel not capable of being managed under its own power; those that cannot be managed alone are known as coffins. We demand the same individual and personal freedom for seamen that is enjoyed by other workers; we protest against a continuation of a system of contracts to work that are enforceable by imprisonment as degrading to the sailors and dangerous to other workers.

1904

Renewed demands for laws governing rafts. Undermanning of ships has caused great loss of life and Congress should prohibit this reckless gambling with human lives. Demanded treaties be amended to prevent ownership of one man by another.

1906

Condemned the disregard of human life as practiced by some vessel owners who often send one steam vessel to tow a number of heavily loaded barges which sometimes are cut adrift, and the helpless seamen find a watery grave. Endorsed bill to prohibit inefficient and insufficient crews on passenger vessels, lack of which caused three disastrous wrecks and loss of life in New York harbor, San Francisco Bay and off Vancouver Island; employment of Chinese on American vessels declared violation of the exclusion law; demanded laws to prohibit overloading of vessels. The freedom won by other working people has been denied seamen, leaving them to involuntary servitude; they have been forbidden the right to combine to obtain increases in wages to correspond with those of men of equal skill, thus making it impossible for them to marry, preventing boys from seeking the sea and men

from remaining there to the detriment of our merchant marine and the serious danger to our national safety and prestige; asked amendment of the pilotage laws of Virginia which compel vessel owners in the coastwise trade to pay pilot fees although no service is performed by pilots or deemed necessary.

1907

We note with pleasure the defeat of the anti-pilotage bill. Its defeat is in the interest of the safety of life and property at sea. We freely admit that the law as it stands works a discrimination against sailing vessels in favor of the steam vessels, but hold that the proper way to abolish the discrimination is to restore compulsory pilotage as regards steam vessels. A proper regard for the life of passengers, leaving the crew out of consideration, demands nothing less. Reaffirmed demand for law abolishing imprisonment for seamen who quit work in a foreign port.

1908

Demanded laws to prevent further deterioration of the U. S. merchant marine similar to the English—i.e.: No person to be signed as an able seaman unless he has served at least three years on deck at sea, must be a citizen and have a sufficient knowledge of the English language to understand orders on board. Reaffirmed demand for abolition of involuntary servitude of American seamen in foreign ports. Condemned law delegating to the inspection service the power of determining the number of officers and men to be employed on steam vessels as it does not provide standards of skill, language or numbers by which inspectors are to be guided.



- FRANK GREEN—G-52
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Ship out before your allotted time ashore has expired. If you have not yet filled out the Green Card, contact your draft board and let them know that you are sailing.

Yard Workers Get Raw Deal On Wages; Continue Fight

Unions in the shipbuilding industry are not giving up their battle for wage increases, despite rejection of their plea by the National War Labor Board, it was made known this week by Vice President William A. Calvin of the International Brotherhood of Boilermakers.

A. F. of L. unions in the industry had demanded raises for over a million shipyard workers, equal to the advance in the cost of living since the spring of 1942, when present wage rates were established at a national shipbuilding stabilization conference in Chicago.

At that time, on the urgent plea of President Roosevelt and other government officials, the unions accepted an 8-cent-an-hour raise, though they were entitled to 13 cents under provisions of their agreements which called for increases in line with the rise in the cost of living.

RELIED ON "F.D.'s" PROMISE

Union representatives made the sacrifice on the promise of government spokesmen that if the administration failed to hold the line on prices, wages would later be adjusted.

At hearings before the War Labor Board several weeks ago, labor's spokesman insisted the government fulfill that solemn pledge, but the board, in a decision issued this week, by an 8-to-4 vote, denied any general increase, claiming it is barred by the "Little Steel" formula and the administration's stabilization policies. All four labor members of the board dissented.

"We're keeping up the battle for justified wage adjustments despite the decision of the board," Calvin declared. "Prices are still climbing, and the board, in fairness to the workers, can't maintain its arbitrary wage ceilings forever. At the proper time we will renew our demands."

Unions At Peak Strength With 13,000,000 Members

Union membership in the United States and Canada was placed at an all-time high of 13,000,000 by the Office of War Information this week.

The OWI estimated gains in the past year alone at 1,500,000 members. Since the bottom of the depression, rolls of the unions have more than quadrupled.

A. F. of L. strength was put at close to 6,500,000, C. I. O. at 5,000,000, independent railroad brotherhoods, outside of those affiliated with the A. F. of L., at 420,000, and other unaffiliated unions, such as the United Mine Workers, Typographical Union, Brewery Workers and various organizations of telephone employes, at 1,100,000.

Among the most spectacular advances in the last 12 months were those scored by the Machinists and various unions in the shipbuilding industry, such as the Boilermakers, the OWI report disclosed. These organizations have doubled their strength.

From The Labor Press —

One day last week, Edward J. Noble, a business man who once served as undersecretary of commerce, paid \$8,000,000 to the National Broadcasting Company for its Blue Network. This transaction raises two or three points worth considering.

The tangible property owned by the Blue Network is probably not worth \$500,000. Why pay \$8,000,000 for it? Because that will enable Mr. Noble to control airways which are owned by the people of the United States. Do the people get anything for the use of the airways? Not a penny. That seems a little rough on the people, but that's the way things are done nowadays.

Mr. Noble and the interests which put up the \$8,000,000 for him, will be able to whisper their ideas—their propaganda—into your ear every day and every night for an indefinite period. That's worth a lot of money to anyone who wishes to influence public opinion in America. It is significant that the names of Mr. Noble's financial associates have not been mentioned up to date.

For more than 20 years, this newspapers has been warning Americans that interests, which are very powerful but not particularly scrupulous, have been moving steadily toward a certain goal: They wish to establish a "vested right" to the people's airways—and they have almost reached their goal!

The attempt to regulate them has been largely futile, because the radio moguls have succeeded in corrupting most of the regulators.

About the only "out" for the American people is to insist that Uncle Sam establish his own national broadcasting system, supported out of the Public Treasury. That doesn't mean that the privately-owned companies would be put out of business. It does mean that the people would have the unrestricted right to use a part of the airways which they own.

This would not be popular with the radio monopolists and their newspaper backers. The monopolists are prepared to spend millions on lobbyists, crooked propagandists and still more crooked politicians to block any move looking to reform.

—Labor

S.I.U. CREWS LAUDED

(Continued from Page 1)

that when labors' enemies are forced to say such things—the case must be overwhelming.

The WSA letter on the Matt Ransom is reproduced in the columns at the right. The text of the WSA letter on the William Wirt follows:

War Shipping Administration
Washington, D. C.
August 2, 1943

Seafarers' International Union
of North America
Room 213
2 Stone Street
New York City

Gentlemen:

The Liberty ship, S.S. WILLIAM WIRT, launched July 4, 1942, at Bethlehem - Fairfield Shipyard, manned by members of your Union was the first vessel of the huge allied convoy to dock in the historic North African invasion last November.

The U. S. Navy reports that the WILLIAM WIRT, last January, ran the gantlet of five air attacks in the Eastern Atlantic and Mediterranean, shooting down four enemy planes and two more "probables." Although damaged by near misses and by a bomb which penetrated to its highly inflammable cargo but failed to explode, the WILLIAM WIRT held her position in the convoy and discharged her cargo on schedule.

Only by remarkable teamwork of the Merchant Marine officers and crew and the Navy gun crew under fire was this notable victory won. More power to you all.

Very truly yours,

EDWARD MACAULEY
Deputy Administrator

Unsinkable Boats Being Constructed

Large-scale construction of a new unsinkable type of lifeboat, which is far superior to the standard lifeboat at present in use, on ocean-going vessels, has begun in British shipyards and is making satisfactory progress, the main office of the International Transport Workers' Federation in London reports.

The main features of the new boat are a highly elevated and enclosed forecastle and poop, kapok or cork-filled fenders round the gunwale and extensive storage space for water. Eight large water tanks are fitted low in the center of the boat.

The new boat, as demonstrated in exhaustive trials, can be lowered in smooth weather by a single drop at an angle of 70 degrees, either bow or stern first, and without shipping any water. It can also right itself from a list of 100 degrees. The experiments were conducted under supervision of the shipping authorities and witnessed by union representatives who lauded the performance of the new boat type.

Keep In Touch With
Your Local Draft Board.

WAR SHIPPING ADMINISTRATION
WASHINGTON

August 2, 1943

Seafarers' International Union
of North America
Room 213
2 Stone Street
New York City

Gentlemen:

The Liberty ship, S. S. MATT W. RANSOM, manned by members of your Union was approaching an African port with a valuable cargo of Army supplies when she struck an enemy mine. The violent explosion ripped into her bow. The ship shuddered under the impact. Greyish-black water was thrown one hundred feet in the air. Then a second explosion followed, the ship began to settle and finally the abandon ship order was given.

When all hands were safe in lifeboats, Captain Metcalf noted that the vessel had ceased to settle. With a volunteer crew of six men, he climbed to the slanting deck of the vessel whose bow was almost buried in the sea. The men re-fired the boilers and finally the logy vessel got under way as the screws began to turn again. Manned by this skeleton crew of four men above deck and two below, she proceeded without further incident to port and discharged her cargo.

Said Captain Metcalf: "I give credit to all hands for their coolness and special credit to Liberty ships which can stand an explosion of this magnitude and still be able to come in under their own power." This magnificent job by the men who built and sailed the MATT W. RANSOM has again honored our American Merchant Marine.

Very truly yours,
Edward Macauley
Deputy Administrator

Out of the Focs'l

by
J. L.

Last week Headquarters received a call from one of the 90 day wonders asking us to help two of his buddies who were picked-up by the Navy Shore Patrol at the Rialto Ball Room for impersonating Navy men.

This information must be amusing to the old-timers in our organization, as they have to tolerate these pseudo mess and wiper officers running around the ship with their high pressure hats and uniforms. These maritime trainees have been told on numerous occasions as soon as they joined the union that they didn't have to wear those uniforms any longer and that they were no longer under the jurisdiction of the WSA. One bright guy of 17 told us he couldn't get any girls unless he wore the uniform. Another one said that he couldn't walk the streets of New York without a uniform or he would be beat up. About 10,000 of our members come from New York and we don't see them being beat-up by anybody.

△ △ △

The old Robin tub that would make 6 knots with the wind on its tail finally came to rest at the bottom of the sea. Fortunately, no one was lost. One of the Alcoa C-2's was recently lost with no casualties. Everytime Paul Hall gets to Baltimore he has a new Resolution for the brothers to ponder over. Two Sundays ago we made a trip on the Hudson Day Liners and when we stepped into the Dining Room we thought we were aboard the Acadia as a lot of Eastern stiff's were sailing the Day Line ship and working below the Union scale. These very same men will be looking for a break from the membership when the war is over.

MONEY DUE

D. MARTINEZ, LEWIS FEARS and E. PRIMOS: You have overtime coming from the Bull Line. Collect 115 Broad Street, New York City.

WILLIAM NICHEL has overtime coming from Calmar Line, 39 Broadway, New York City.

Steward's Department of S.S. Frelinghausen has money due for extra meals. Collect Waterman Line, New York City.

S.S. John Latrope: Chief cook

and Steward have division of wages due. Crew which made complete trip has difference of advance money coming. Collect Calmar Line, New York City.

The following men have money coming from Smith & Johnson, 80 Broad Street, New York City: BELLAH, BIERMANN, BILDE, BLAME, CAFREY, ENGER, FAIRCLOTH, FALLONE, GATELY, HILL, MACE, RUNGE, RUTKOWSKI, SIVCO, WEINBERG.