

In Memory of These Brothers Lost At Sea

JULIUS LYNCH	Bos'n
MICHAEL TYZSKOWSKI	Bos'n
PEDRO LAUREANO	O. S.
DALMACIO HELDRA	A. B.
JULIUS LOUZA	A. B.
CASPER GALLWITZER	Fireman
M. WALTER LITCH	2nd Cook
EDWARD BURTON	A. B.
CHARLES VAN NAMEE	A. B.
JOSEPH LUSSIER	A. B.
FRANK LA CASSE	O. S.
EMIL SCHULER	O. S.
HAROLD BROWN	O. S.
ALBERT HALBEG	Oiler
ORVILLE GREEN	Oiler
JOSEPH P. MANN	Utility
WYMAN BOYNTON	Fireman
CHARLES HOLDER	Fireman
NESBIT CUMMINGS	Fireman
WILLIAM COX	Fireman
HERBERG MUNGINS	Fireman
J. H. M. HUNTE	Steward
BURTON ROGERS	Messman
WILLIAM ORAM	Q. M.
WILLIARD HALL	O. S.
CHARLES REIP	O. S.
JOHN HUGHES	Watchman
FRANK BONGCAK	Fireman
CLARENCE FENTY	Chief Steward
CHARLES KLEM	2nd Steward
JUAN PABON	2nd Cook
ANTONIO FUENTES	Waiter
CANDELARIO RIVERA	Waiter
VICENTE LEGURO	Crew Mess
VIRGILIO ROSARIO	Night Waiter
FRANK ERAZO	Waiter
HARRY W. FINK	Pumpman
JOHN KOOL	Chief Cook
CHARLES W. COMPTON	Wiper

SEAFARERS LOG

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

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Adm. Land Withdraws Union-Busting Plans

NEW PROGRAM PROMISED BY GOV.; MEBA-MCS-MFOW-MMP-SIU-SUP ARE A UNITED FRONT AGAINST ENEMIES

THE MARITIME COMMISSION HAS WITHDRAWN THE UNION-BUSTING PROGRAM IT THREW IN THE FACE OF MARITIME LABOR LAST WEEK!

THE UNHOLY ALLIANCE OF BRASS-HATS, SHIPOWNERS AND STALINISTS HAVE BEEN SET BACK ON THEIR HEELS! THEY HAVE BEEN

forced to give ground before the anger of the workers faced with a boss offensive intended to reduce them to the status of slave labor.

The fact that the Maritime Commission withdrew its outrageous proposals does not mean that the Unions have won the fight to

retain their rights and conditions—more rounds in this struggle are coming up. But it does show the power of maritime labor once it has been aroused to the dangers facing it, and organizes in a solid and fighting United Front.

All maritime unions, with the exception of the finicky-Stalinist led NMU, have banded together and face the enemy as one. Any time an Admiral or a shipowner or a paid politician called a conference he found himself facing representatives of the following unions: Marine Engineers Benevolent Association; Masters, Mates & Pilots; Marine Cooks & Stewards; Marine Firemen, Oilers, Water-tenders & Wipers; Sailors Union of the Pacific and the Seafarers International Union. These unions were from both the CIO and the AFL, but there was no division among them. They were solid! The shipowners understood that. The shipowners retreated—at least temporarily.

In withdrawing their plan for the elimination of the Union shop and the slicing away of wages and conditions, the Maritime Commission announced that it would draw up a new set of proposals for submission to the unions.

Admiral Land, Chairman of the Commission, announced last Monday that the new proposals would be ready this week. They have not appeared as the *Log* goes to press. When they do appear there is no guarantee that they won't be as finicky as the old ones—only dressed up a little prettier. One thing is certain, however, if they jeopardize the union shop, if they chisel on wages, if they scuttle decent working conditions, they will meet the same determined and uncompromising opposition from the Unions that the original proposals faced.

The original proposals, as re-

ported in last week's *Log*, had been drawn up by the War Shipping Administration immediately after that Board requisitioned the entire merchant fleet. The War Shipping Administration is composed of shipowners "on leave" from their jobs. They have captured this Government bureau and under the cloak of their new authority they hope to smash the unions. Maritime labor can harbor no illusions about the shipowners changing their spots. The War Shipping Administration will attempt another offensive against labor. They will not be discouraged by their set-backs.

President Roosevelt, in his speech to the nation on Tuesday night, April 28th, asked that wages and union contracts be "frozen" for the duration of the war. But the reactionary Maritime Commission would go further. They would not "freeze" present conditions and contracts, they would smash them entirely!

And what of the National Maritime Union during this period of struggle to protect labor's gains? Silence! The Stalinist leaders of the NMU, not usually backward when it comes to shooting off their mouths, have suddenly been overcome with modesty. The last issue of *The Pilot*, dated April 24th, does not make a single reference to the union-busting program of the Maritime Commission.

In his column, "Passing the (?) Word," Joe Curran takes a few swipes at Admiral Land personally but says nothing of the program he tried to force down labor's throat. Instead, he continues to yell about the Navy taking over the seamen.

The threat of Navy induction has passed. The workers no longer fight that piece of window dressing. Why does Curran continue to

(Continued on Page 2)

A PICTURE OF UN-SUNG HEROES



THESE SIU BROTHERS DRIFTED IN THIS OPEN LIFE BOAT FOR THREE DAYS AND NIGHTS BEFORE BEING RESCUED. THE PICTURE WAS TAKEN ON THE THIRD DAY JUST BEFORE HELP WAS SIGHTED. THEIR STORY IS THE TRAGIC ONE THAT HAS BEEN TOLD OVER AND OVER AGAIN—MERCHANT SHIPS PLYING THE ATLANTIC WITHOUT ARMS (DUE TO SHIPOWNERS' GREED) AND FALLING EASY PREY TO THE FIRST SUB THAT SIGHTED THEM.

THE ATTACKING SUB PUMPED 50 SHELLS INTO THE FREIGHTER MANNED BY THESE BROTHERS. THEY ATTEMPTED TO RUN DOWN AND RAM THE SUB BUT FAILED AND HAD TO TAKE TO THE LIFE BOATS. THE CAPTAIN, CHIEF ENGINEER AND THE FOLLOWING SIU MEN WERE LOST: PEDRO LAUERENO, O.S.; JULES SOUCA, A.B.; DELMACIO HELIRA, A.B.; CASPER GALLWITZER, FIREMAN.

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SENATOR BLASTS CURRENT ANTI- UNION CAMPAIGNS

Washington, D. C. — Senator Robert M. La Follette tossed a hot potato into the laps of Congressional advocates of anti-labor legislation.

He introduced a bill outlawing a long list of nefarious employer practices uncovered by six years of investigation by the Senate Civil Liberties Committee.

The Senator pointed out that if the nation has time for the consideration of any labor legislation in the present war crisis, it certainly should take up the banning of practices which destroy industrial democracy.

It is much more necessary to the welfare of America to safeguard the freedom of its production soldiers on the job, than to deprive them of existing rights, Sen. La Follette emphasized.

After all, we are fighting a world war to preserve democracy, not to spread Fascism, the Senator pointed out.

The new bill would outlaw what it describes as "anti-union" vigilantism, blacklisting, employer agreements to refrain from collective bargaining, "yellow dog" contract practices, and employer coercion to prevent collective bargaining, along with labor espionage, professional

strikebreaking, and the use of industrial munitions and private police systems.

In explanation of the proposed bill entitled "Oppressive Labor Relations Act of 1938," Sen. La Follette said:

"Every absence of a collective bargaining agreement, every refusal to bargain collectively, constitutes a threat to production for national defense."

"In the war industries the situation is particularly serious. Powerful groups having dominant positions in the war industries have for years devoted their time, their money, their energy and their great influence to prevent the exercise of labor's rights, to avoid collective bargaining and to violate the law of the land which has been on the books since 1935.

"This is not a loose statement. The record of the committee shows that a large percentage of the companies involved in strikes during the past two years which have been officially listed as having a part in war production have been guilty of violations of the civil rights of their employes and recalcitrant in their attitude toward our national labor policy.

Benefit For New Seamen's Institute

Three thousand men and women from all over Brooklyn are expected on Saturday evening, May 2, at an entertainment and dance in the grand ballroom of the St. George, arranged to aid the Catholic Seamen's Institute of Brooklyn. Proceeds are to go toward a \$150,000 fund for the erection of a new clubhouse at 651 Hicks street, in the Atlantic Basin area.

Non-sectarian in character, the Catholic Seamen's Institute was founded six years ago by Father Alphonse Rickert, who was port chaplain before Father Farrell. It holds out a welcome to all seafarers ashore along Brooklyn's eight miles of waterfront. They can receive mail there, and it offers for their convenience and relaxation a bowling alley, billiard and ping pong tables, cafeteria, and reading room.

SHIP BUILDING HITS 2 PER DAY

Washington, April 2. — Contracts calling for delivery into service of 2,300 merchant ships totaling 23,000,000 deadweight tons during the years 1942 and 1943 have been awarded to American shipyards, the Maritime Commission announced today.

Ships to be delivered during the two-year period include tankers as well as cargo vessels, and represent the greatest merchant shipbuilding program in world history. In addition to the cargo and tanker ships, 700 other craft, such as tugs, wooden barges, and small power boats, for which no tonnage is figured.

Under present schedules, delivery of nearly 750 ships during 1942 is expected, with the remainder to be delivered in 1943.

THE BOUNTY SAILS AGAIN (or) A Modern Skipper Attempts to Play the Role of Captain Bligh

By the Crew of S. S. Gateway City

During the last general meeting held on the Gateway City, it was brought up under good and welfare to write an open letter and send it to the Seafarers Log for publication so our members in the Union would know what kind of a master and mate we had on the last trip of the Gateway City.

We left New York last October for the Red Sea and at the beginning of the trip and around New York, we all thought that the mate and skipper were OK, but it seemed as soon as we let go of the lines they both turned out phoney as a nine dollar bill.

The ball started really rolling, when the Bos'n and one of the AB's on the 8 to 12 watch put in for an hour's overtime, for shifting deck cargo off the deck and putting it in the paint locker and the store rooms forward.

Well, Sir, that must have hurt his nibs, when they put in for the overtime.

I overheard the mate telling the Bos'n about it while the Bos'n was mixing paint by No. 3 hatch. Sez he to the Bos'n, "So you put in an hour's overtime for putting that little bit of cargo in forward, and I put the most of it in myself. Do you think that's right? You fellow's like to knock off early in port, don't you? And get a few days off and soon."

The Bos'n explained it to him that shifting cargo was overtime, and as far as days off and knocking off early is concerned he could go right ahead and work us bell to bell, that we are union men and if we make any overtime, we don't want days off for it or knock off early. What we want is the 90 cents per hour.

Well, it was bell to bell after that. And we lived right up to the agreement, which the Waterman S.S. Corp. signed with the S.I.U.

Arriving in Suez, he lived up to the no days off, and he made sure the boys would work. He was right with them all day long, forward straightening up in the fore peak

chipping rust and painting the deck, instead of watching the cargo.

He also worked two of the AB's over the side with the native shore gang he had hired to scale and paint the ship's side.

None of the other American ships in the Red Sea or in Suez had the sailors do any work only what was necessary, like sanitary work or batten down, and just a few men standing by just in case of fire.

But we worked every day. Some days he would knock us off about a quarter to five and Xmas Eve he let us knock off at coffee time, because he wanted to go to Cairo to ride a camel and take pictures or something like that. But we had to fight a nitrate fire in No. 4 hole and the Mate was not there—that was about 4 P.M.

And if any one wasn't right there at 8 A.M. the Mate would run up to the Captain and have the man logged and the Captain would log two for one also your port bonus.

The Mate had the Bos'n logged twice there. Once because he couldn't find him one morning when the Bos'n was on the job all the time looking after the gear, and another time the Bos'n overslept himself. The Mate just looked at him in his bunk, ran up, told the Captain about it. Then the Captain came back and looked at him. The Bos'n got up cold sober and went forward and turned to. He worked about 20 minutes, when the Mate told him to go aft, that the Captain already saw him in his bunk, so the two logs cost

the Bos'n \$63.66. So you can see how easy it was to get logged.

From copy of Bos'n's log—4 days pay \$14.33—bonus \$9.33, port bonus \$40.00—total \$63.66.

The longshoremen finished the cargo New Years Day. Four of the hatches were finished before noon but the sailors were not called out to secure the ship and batten down, because it would be overtime for them. So the Mate waited until it was time to sail, then he called all hands and wanted the booms swung in, pull up the gangway, and let go of the lines, all in one rush. And as soon as the lines were in he knocked the sailors off again.

The ship left the docks with all the hatches wide open, beams out laying on deck and hatch boards piled up any old way, loose. So we had to be careful so as not to go head first into the open hatches in the blackout.

The booms were lowered the next day and that was done in a rush to save on overtime. When we came to lower No. 3 gear, there was no shackle handy to put the bull rope on the nigger head. The Bos'n started to get one but the Mate said there was no time to get a shackle. So he grabbed a meat hook. So he used that to lower a boom with, but the meat hook
 (Continued on Page 4)

Adm. Land Retreats

(Continued from Page 1)

tilt at this straw man? To divert the seamen's attention from the real dangers in the Maritime Commission's proposals?

We don't profess to know the answers to these questions. We can't say what the Stalinist are up to in Washington at the moment. But we do know that they have not joined the United Front of maritime labor! They have not condemned the Maritime Commission's proposals! And they have drawn up a program of their own that is almost as finicky as anything to come out of the government.

There is no outward sign of the NMU leadership in Washington. But they're there—in and out of back doors, holding secret little conferences in hotel rooms. But in spite of their shipowner allies, or rather because of them, the NMU can no longer mislead maritime labor in this fight.

The MEBA, MMP, MCS, MFOW and SIU-SUP are in Washington to fight this thing through to the finish. They'll fight the Maritime Commission, the shipowners, the brass hats and the NMU, singly or all at once. And they'll stay there all summer if necessary!

Out of the Focs'l

by
 J. L.

As long as we knew Robert Randolph White, (better known as Whitey), he was always bound to get scratched or bruised. On the TEXMAR, the brothers would feel strange if they didn't see some mark on Whitey. If anything was to fall, Whitey just had to be hit.

After staying ashore for a few months, Whitey made another trip and ran into his last bit of hard luck. He was aboard one of the Cuban Distillery ships that was recently torpedoed. He was on the catwalk when the ship was hit and was struck with a rivet which pierced his right eye. When the brothers got ashore in San Juan, Whitey was rushed to the hospital. The doctors found that he lost the sight of both eyes and was suffering with a concussion of the brain. Little hope was held for his recovery. It is unfortunate to state that we have seen the last of Whitey, an able seaman and a right guy . . . a real SIU man.

△ △ △

The President of the U. S. Lines, when interviewed on the program called, MEN OF THE SEA had this to say about the Merchant Marine. "My hat is off to the Men of the Merchant Marine. From the lowest to the highest I salute them . . . if it weren't for the men in the Merchant Marine today shipping would be in bad straits."

△ △ △

Our hat is off to Admiral Waesche, who has informed our officials that all the necessary life saving gear, will be aboard every ship in the near future.

WHAT'S DOING

Around the Ports

NORFOLK

By
MARTIN TRAINOR

Everything running pretty smooth down here; shipping very good for coal burning fireman, white and colored, also oilers. Shipping plenty of permit card men, as there is no book men on the beach that will take these jobs. If there is any of your colored brothers who would like tow boating there are plenty jobs here for you.

I contacted Joe Martin of the Martin towing Co. and got the boys (\$10.00) bonus money for the run up the bay to Philadelphia. Pretty nice for the inside route. Lee and myself are kept busy running around the different companies settling beefs. Had to go over to Newport News the other day to get the boat away. The only beef they had was soap and towels, so got that for them and they were off.

The boys are complaining of the living conditions here last year the room they paid (\$1.50) for a week today they pay (\$1.50) a nite; there are a few places for seamen that raised their rent just a trifle.

Have got eight men out here to the hospital that would like to hear from their former shipmates. They are C. Keller, J. Nene, A. Brown, A. Gresham, C. Walker, L. Matz, H. Clifton and Jesus Cuellar.

In closing I would like to again remind all coal burning firemen and oilers that like tow boating, there are plenty jobs here.

BALTIMORE

By
D. D. Story

This is the first from me since I took over the so-called "Pie-card job." This port is still running smooth. There are plenty of departures but very, very few arrivals.

It seems that this port will be the crewing up port. We have about 12 ships here now that are undergoing repairs. About May 1st shipping is expected to reach the high level for many a moon.

There are quite a number of the new Liberty ships coming out in this port. I am in hopes that all wipers and ordinary seamen with sufficient time, namely 2 months wiper time and 6 months ordinary time, will get their ratings.

A wiper with 2 months can get a fireman's endorsement and an Ordinary with 6 months time can get a Blue A. B. ticket and a 9 month time man can get a Green ticket. So all you men go and do your stuff and get as much dough as possible for your work.

I understand that it won't be long until there will be life saving suits aboard the ships. This is mighty good news for the seamen have certainly been kicked around in this respect.

SAVANNAH

By
CHARLES WAID

There is a new ship coming out in Wilmington, N. C., about the 1st of May for the Seas Shipping Company and I am expecting to be called on to get a crew together for this ship. If there are any men in all departments on the beach in the other ports who want to ship out, get down to Savannah around this time as there will be plenty of jobs on the board. Shipping in this port is still good. Am still having to run all over town trying to find men for the jobs we have open.

PHILADELPHIA

By
JOSEPH FLANAGAN

We hail the best tidings the seamen of this country has had since history began. The amalgamation of 35,000 good union men into one unit. Let the shipowner beware, as this is the thing they have dreaded and spent fabulous fortunes to prevent. With the set-up of the leadership there can be only one answer and that is progress.

This haven of the politicians and buzzards continues to be alive with ships with the shipowners vieing for my affections in order to get the needed victims for their respective junk heaps. But my heart belongs to me. However, if some unwily brothers throws his shipping card at me and makes it known he wants such and such a job I am usually able to shanghai him to said job. Of course, this rarely happens. So the blackboard continues to be desecrated with jobs.

Many beefs have been adjusted since last week, but the prize one of them all was on the Kopfresi Waterman ship. It seems that when the Navy told them to pull into the Chesapeake Bay and proceed to Baltimore with their cargo this constituted an excuse for them to avoid paying shifting money when they came through the C & D Canal to Philadelphia. Claim being that it was beyond the control of the company. Now this is the flimziest excuse I have ever heard as all ships right now are under naval regulations insofar as their destination is concerned. I am still working on this beef at this instance, so am unable to give the final disposition on it as yet, but if the company wins out it will be a jaugernaut to the union. So you can bet we will do everything possible to get this overtime.

An attack as vicious as any ever perpetrated has come out of Washington this week. The men with the long robes have made a decision that actually enslaves the seamen to say the least. They must have been looking at the Mien Kampf book Hitler put out, rather than the Constitution when they made this decision. We can imagine the glee of the shipowners when this glad tidings was given them. Well, we still think our union has

the answer to such rulings, as we have had some strong ropes tied to us before. At a time when the seamen are sacrificing their lives for their country's welfare this had to come up. Well, it proves one thing, that the shipowner is always waiting for any opportunity to cut our throats and will never compromise—war or no war.

John Ossmow, the Poi Eating Polock, has come home to roost. His Queen gave a big party, but he had to throw his hat in first, as usual, to make sure he was being welcomed home. Brother Warren Buckman still conveleses, but intends to become a shipowners victim in the near future. The Alleva Brothers are around again, and so are the Day boys. When these trios get together it seems as though the Philadelphia Hall was a family affair. Nice boys, all of them. That's about all this time.

PROVIDENCE

By
J. E. LAPHAM

Well, all Seafarers who have six months or longer as O.S. can now get their A.B. certificates, Captain Clark, of the Steamboat Inspectors tells me. And any man in the engine room who has 3 or more months can now get a raise in the endorsement on his papers. This is a good time for our members to take advantage of that chance so get on your toes and get those A.B. tickets now.

Been a bit hard on some of the Rhode Island boys, two of them came here in coffins after being shot all to hell in the Atlantic Ocean, two in the hospital, one missing—all from Providence.

What our ships need is bigger and better guns so that they to can have a crack at whoever is trying to blast them all over the ocean. And above all, when in port, keep your lips buttoned up and let anybody ask the questions but do not give them any answers. Maybe, in that way we can have a bit of the edge on the Subs.

Things are somewhat quiet with the Colonial Line, the Maritime Commission has taken them all.

Performers Are Disciplined

L. Karewson, Oiler, and C. L. Vose, Fireman, accepted transportation and subsistence from New York to Mobile to help crew up the S. S. May. When they arrived in Mobile they refused to sign on.

Resolution No. 2 adopted at the Agent's Conference in Savannah provides a \$25 fine for such an offense, and the return of the transportation and subsistence money to the operator.

Brother Karewson and Vose must pay this fine before they are eligible to ship on any SIU vessel.

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HAPP'NINGS AT HEADQUARTERS

By HARRY COLLINS

Well, here we go again with the prospects of being taken over by the notorious "Bananna" Robson and company. It doesn't seem right to me. Here the Merchant Seamen are being torpeded right and left, and the reward for it is that they have a board in Washington trying desperately to reward them by taking the only thing that they have left—their democratic rights. Yes, as I sit here picking away with my two fingers I wonder if there is any justice after all.

Of course, we as seamen, realize that this is a war to the finish, but we are still under the impression that depriving any or all groups the rights that we are entitled to under our present Democratic Constitution, isn't going to bring the war to any hasty end.

Speaking of the various created boards that are now in Washington—all the representatives of the Maritime Commission are men that have been and still are alien to all the principles of labor. They are the managers or operators of some of the biggest Steamship Companies that are flying the American Flag. The majority of them are notorious as they have fought Unions to such an extent that even as to this date the Unions have been unable to obtain contracts with them. We could explain in detail why we don't have these companies under contract, but I really believe that to do so would call for a book and I can assure you that the writer is a Seaman and not an author.

Another thing that strikes me as a Seaman as not any too Cricket, is that we have had a training program for seamen for some time past now. These men, when they were trained were to be allotted to the various ships that are being built or to companies that were short-handed. In other words, when a company could not get men, as a last resort they were supposed to call the Maritime Commission and they in turn would allot the required amount of men so as the ship could be sailed. Well, it has come to the attention of the writer that Steamship Companies have done just that very thing. Now, here comes that catch, when the Maritime Commission was called for men and as they had no men for what reason I do not know, they in turn called the National

Maritime Union and the men were dispatched from there. Of course, as a humble Seaman maybe I am all balled up, but if I am correct in my assumption, I thought that the men that the Maritime Commission would send would be men trained with the Taxpayers money that was allotted for that purpose, and not men from another Union, whose principles are absolutely alien to that of ours. Of course, it has been rumored around the waterfront that the reason that the M.C. has not got the available personnel that is supposed to be trained with the taxpayers dough, is that the M.C. and the N.M.U. have been playing ball and that the N.M.U. gets the potential working stiff before these guys have the opportunity of finding out that there is a real bonifide Rank and File UNION on the front. I, of course, refer to the Seafarers Int'l Union of North America. If the M.C. were fair and impartial as they should be, seeing as it is the taxpayers money, in all probability we would not have this roundie go roundie everytime a packet is short of men. (DON'T FORGET THAT WE TOO ARE TAXPAYERS) and help to pay for a program that is rumored to be designed to defeat the very principles that we have stood and fought for these many years.

TOWBOAT WORKERS GET PAY INCREASE

Increases of \$15 a month in the pay of towboat workers in the New York Harbor area were announced yesterday by Joseph P. Ryan, president of the International Longshoremen's Association.

The contract was signed by the United Marine Division of the union and the New York Towboat Exchange, 17 Battery Place. It is retroactive to January 1, 1942.

In addition to providing for the monthly wage rate increase, the new agreement also calls for an increase of 10c per day in the "grub

The Bounty Sails Again

(Continued from Page 2)

straightened out from the strain and about that time the old man came by and saw the meat hook rig and stopped the Mate. And it's a good job that he did, because if the winch had turned an inch more the boom would have fallen or dropped.

So you see brothers, a meat hook can also be used to save on overtime, besides hanging meat on it.

We arrived in Mombasa to wait for orders and we laid at anchor for five days. The Agent brought out passes and told the Captain it would be OK to let the boys go ashore. But the Captain wouldn't let us go ashore or give us any money. He kept us right on the old tub.

On January 21st we went alongside the oil docks and we were again refused shore leave or money. It was there at the oil docks in Mombasa that one of our brothers lost his life by drowning. He was Henry Martin, he was to get a new book. He was paid up and in good standing. Martin drowned on the 22nd of January, about 12:30 A.M. when he went ashore and on his way back walked off the docks into the water.

The oil docks are poorly lighted in Mombasa and there was no light at the ladder. The Bos'n asked the Mate if he should put one there, but the Mate said no, there's no shore leave so there's no need for a light at the ladder. The shore watchman we had was on day and night for 4 days and he was in the mess room asleep at the time.

The watches had been set in the Engine room at noon, but on deck they were still broke and were not set until 8 A.M. the next morning.

Now, if there would have been shore leave somebody would have been with Martin. Or even so, if the watches would have been set in the deck dept. one of the sailors would have been bound to be near at hand, but the way it was the holes had to be cleaned and to set the watches on deck at noon as they did below, well, the mate wouldn't get so much work done.

In Tanga one of the sailors was sick with a sore throat and really sick. The Captain accused him of being drunk and refused him permission to see a doctor. And wouldn't let him go ashore to see one, and pushed him out of the Mate's room and shoved him out on deck.

The Captain stopped the shore leave two nights before the ship sailed. Arriving in Biera we anchored to a anchor bouy in the stream.

And as those of you who have been in Biera know that it is as hot as hell there in February. The sailors had to work all day in the broiling hot sun, painting the ship's side while the ship lay out in the stream with a 4 to 5 knot current running all the time underneath them.

The Bos'n and the deck delegate tried to get the Captain to knock the boys off painting over the side in the hot sun, but the Captain said, "nothing doing, you must work.

None of the other American ships did any work only what was necessary work.

The fellows from the other ships gave us the horse laugh because we had to work as they would walk along the decks.

We were in Biera about 12 days and we were given only one draw and when we got that there was nothing said about that being the last. We figured that he would give us another but he wouldn't give one red cent more. So we were all kept broke.

The Captain said, "I'll keep them broke so there will be lots of work done. If the boys have money they might get disgusted with the heat and go ashore."

The sailors had to clean holds in all that heat, holds that had nitrate in them. They put in for overtime and that was disputed and even for cleaning holds on Saturday afternoon was disputed.

We left one of the watertenders behind in Biera, the Captain told the Agent not to give him any money and have him locked up.

Well, here we are in Boston, back in the good old U.S.A. and we had one hellava time with the skipper and Mate for the past five months. They ought to change the name of this ship to S. S. BOUNTY and the Captain's to BLIGH.

But she's a good ship, boys and would be better if there would be some changes made besides the crew.

(ED. NOTE: There is now a new skipper on this ship.)

SUPREME COURT'S "MUTINY" RULING A BLOW TO LABOR

By a vote of 5 to 4 the United States Supreme Court has ruled that a sit down strike aboard ship in port constitutes mutiny. The Courts ruling was handed down on the strike held 4 years ago on the City of Fort Worth which was tied up in Houston.

Even though the ship was in an obviously safe port at the time of the strike, Justice Byrnes' majority opinion included the old saw about "the Captain's responsibility for safety of cargoes and passengers." Four Supreme Court Justices

sharply dissented with the ruling which, in effect, upholds the "divine right of officers" to handle the crew as they see fit. Justices Reed, Black, Douglas and Murphy voted to uphold National Labor Relation Board Rulings which has required the shipowner to reinstate fired strikers.

The dissenting opinion, written by Justice Reed, objected to "an iron rule" that would label all "sit-downs as mutiny and subject the men to automatic discharge without appeal.

The Court's ruling is not only a

blow to organized maritime labor, but also a knife in the back of the National Labor Relation Board. Reactionary employers will now attempt to use the ruling as a weapon to drive out the NLRB in strikes which involve so-called "lawlessness." A strict interpretation of this ruling might be used to prevent all strikes at all times.

This is hardly the "Democratic way" of handling the problems of labor relations.

No doubt the shipowners are throwing their silk hats in the air.

A MESSAGE FOR MRS. MARTIN OLSEN

Dear Mrs. Olsen:

We, the shipmates of Martin Olsen, learned of his untimely death when he fell down a hold on the Lena Luckenbach. We wish to convey to you our deepest sympathy. All of us in the SUP and SIU knew Martin as the best of shipmates both ashore and aboard ship for a number of years. We all know that we have lost a good friend and words can not express the grief that we feel.

The enclosed offering of \$45.90 is our humble way to pay a last tribute to our departed friend.

Fraternally-yours,
CREW OF THE
LENA LUCKENBACH

Survivor of Torpedo Tells of the Ordeal

(The following story written by an SIU Brother, has been censored due to war-time regulations. The name of the ship and the location of the attack has been deleted.—Editor.)

By
JOHN LITTREL

Our ship was torpedoed at 2:37 A.M., March 7th, 1942. Within two minutes after the explosion the entire midship was in flames. It was impossible to launch a life-boat. It was impossible for me to get from aft to the forward rafts due to the fire. One raft aft was rigged in the shrouds. We do not know who or how it was released but to the best of our knowledge there was no one on it. The other raft was on the No. 4 hatch and the bottom of it had been damaged by longshoremen and had not been repaired.

The only officer who did his job was the Second Engineer who obeyed previous orders and stopped the engine even though he lost his life by doing so. The next morning there were three rafts within shouting distance of each other. There were 15 men on the Captain's raft. We had 22 on our and one swam to the Captain's raft, and he yelled for us not to send any more men over even though we were overloaded and on a damaged raft.

The Chief Mate would not even answer us. We had no officer on our raft and the Purser wanted us to row away from the ship without trying to pick up persons swimming in the water. We picked up all we could see or hear.

Maximo Murphy A. B. took charge of the raft and made a sail out of a flag and an oar and got us safely to Turtle Island. Then he crossed the island and returned with help. We went to Port au Prince Haiti where the American Vice-consul told us that he was unable to give us any aid. He said that there was no funds to help seamen in our condition. The Haitian Government gave us a complete outfit of uniform clothing and shoes.

Mr. Rose, the Consul in Ciudad Trujillo, was very nice to us and did everything that he could to make us comfortable.

HOW THE SMITH BILL WOULD HURT YOU—

Washington — Real purpose of the Smith bill, hidden behind all the clamor about strikes in war production industry and refusal of workers to work more than 40 hours a week is seen in a brief study of the bill itself, which provides:

1. That no union contract shall be lawful if it provides union security—i.e., if it includes the closed shop, union shop, preferential shop or any other similar formula that unions use to protect their members in dealings with employers.
2. That no union contract providing more than regular rates of pay for overtime work shall be considered lawful.

Despite all the clamor about the 40-hour week, the bill simply cuts off overtime pay for overtime work—since there are no laws in the country prohibiting work over that amount of time. All that union contracts do is require extra pay for overtime work.

Brother Victor Henriquez leaves Ellis Island Hospital this week after spending exactly 1 year there. He sure had a tough time.

Brother Seifer Hudson passed away and was buried by the Union. We send deepest sympathy to his family and close friends.

Seafarers' Log-

HONOR ROLL

M. DAVIS	\$2.00
C. HARTMAN	1.00
E. CORBETT	2.00
CREW OF S. S. LA FAYETTE	4.00
D. HAYES	1.00
CREW OF ROBIN ADAIR	
EVERETTE MORGAN, JR.	1.00
HERMAN SANCHEZ	1.00
H. W. GREENLEE	1.00
F. TOMAS	2.00
FRED EASTER	5.00
NATHAN PEARCE	2.00
CREW OF SCHOHARIE	21.00
CREW OF NAMARIB	31.00
BEN SPARLING	5.00
J. MALFARA	1.00
J. CHOQUETTE	1.00
EDWARD BOYLSTON	1.00
CREW OF ALCOA PURITAN	
JAMES MALFARA	1.00
EDWARD COSTELLO	1.00
PHILIP CHOQUETTE	1.00
BENJAMAN SPERLING	5.00
CALVIN WHITEHOUSE	1.00
CREW OF JEAN LAFITTE	7.00
J. K. KANE	8.00
SURVIVORS OF DELPLATA	28.00
CREW OF ALCOA PROSPECTOR	28.00
CREW OF ALCOA SCOUT	29.00
CREW OF YARMOUTH	17.50
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	\$211.50