



Robin Crew Protests Skipper's Negligence To American Merchant Seamen

Editor, *Seafarers' Log*
Dear Sir and Brother:

We, the undersigned members of the crew in the S. S. Robin (.....) representing the entire unlicensed personnel, want to take this opportunity to report to the authorities certain violations of black-out regulations on the part of Captain Johannes Bryde, Master of the S. S. Robin (.....). We consider it our duty to make known these facts.

1. Capt. Bryde has allowed the tubes to be blown day after day during daylight hours.

2. He has ever been careless with black-out ports in his own quarters and has refused to enforce discipline among his officers regarding black-out ports in their quarters.

3. He has allowed his mates to smoke on the wings of the bridge. They have been seen striking matches on the wings of the bridge at night.

4. He has refused to have a seaman on lookout during daylight hours.

5. He has caused garbage and buoyant refuse to be dumped overboard during daylight hours.

We fully realize the value of a ship and cargo in the present war. We realize that in this war of production the needless loss of materials for production is criminal. Considering the shortage of seamen, the needless risk of their lives is also criminal.

In addition we wish to report an unreasonable disregard on the part of Captain Bryde toward the health of the unlicensed members of his crew. Time and time again this trip he has refused medical care to men who were ill. We appealed to the American Consulate in Bombay and we have in our possession written acknowledgement of this appeal from the American Consul.

It seems to us that from the very beginning of this voyage Captain Bryde has done everything in his power to demoralize us and to promote disunity. He has threatened us at the slightest or no provocation with the Army, Navy, Federal Bureau of Investigation, and etc. His whole procedure in dealing with us has been one of intimidation. Possibly his aim has been that as an American crew we would do something to put us in bad favor with the responsible authorities. We have given him no such satisfaction.

All these actions seem particularly ungrateful in view of our great efforts as union men toward continued and uninterrupted ship-

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Atlantic Storm Lashes SIU Ship -- Seaman Overboard

By Ben Narinsky

After leaving Philadelphia and being under way for four months almost to the day, and having quite an uneventful trip to various Red Sea and East African ports, all hell broke loose on our ship.

Somewhere off Durbin we ran into a Lulu. The weather started making up fast on Saturday morning and by ten A.M. it looked like we were in for it. The barometer was very low. Quiet and even nonchalance ruled on the bridge.

At noon the sea was pretty high and there was green water on all her decks. Loose dunnage on the main deck, and there was a good amount of it, began bouncing against winches and other deck obstructions. It was only then that the watch on deck, at the risk of having their legs broken or being swept over the side, were turned to heaving it overboard.

Hatchboards piled high on the poop and not lashed were scattered about and they had to be cleared. Heavy seas smashed the mooring line platform and there was danger of the lines sweeping over and fouling the propeller. They had to be stow-

ed below. Seas capable of this damage were increasing, but no precaution was taken to protect men by altering course. It was submarine work. You hung on through one, came up, grabbed a mouthful of air, and went on working. Broken arms or legs were a small incident, and were noticed only because it left you shorthanded.

The starboard wing of the bridge was bashed in, life boats smashed, and ventilators ripped off. Aft, even the emergency steering wheel, sitting high on the quarterdeck, went over the side. A liferaft sheered off steel frame and all. Crews' quarters were awash in about four feet of water. Under the heavy rolling, the water tore out partitions, smashed bunk stantions and generally tore up everything moveable and stationery below. The crew slept the best they could. In the messroom, machine shop or where ever a half dry spot could be found.

Next morning there was no let up and none all day. Around one P.M. Sunday, a sea broke off the frame supporting the insurance cable reel, and the wire be-

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S.I.U. Man Is Honored By Home Town Paper

Brother George R. White is a veteran SIU man and has had his share of excitement and narrow escapes. His adventures make good conversation in the foc's'l but in ordinary times that is about as far as it would go. Today, however, when the merchant seamen are beginning to receive some recognition from the public, Brother White's saga gets a bigger play.

When he hit the beach after his last trip to Murmansk he went back to his home town for a brief rest. Upon arriving home he discovered that he was something of a celebrity and a hero. All his old acquaintances who had previously considered a seaman nothing but a bum, suddenly began to puff out their chests. The home town paper, *The Durham Sun*, (North Carolina), ran a front page story about him—picture and all.

The newspaper story was headlined, "Durham Man in Maritime Service Saw 231 Enemy Air Raids At Russian Port." Written by a

(Continued on Page 4)

BUILD THE STRIKE FUND!

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

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

Mayor La Guardia Pays Tribute To Seamen And "...my old friend Andy"

New York, Sept. 30—The most sumptuous quarters ever set aside for the exclusive use of the merchant seaman was dedicated today in a ceremony which included prominent speakers from all walks of American life. Brass hats, politicians, stage, screen and opera stars, and plain ordinary seamen dressed in sweat-shirts and dungerees joined together to pay tribute, not only to the men who go to sea today but to those brothers who have fallen in line of duty and above all to the father of organized maritime labor, Andrew Furuseth.

The Andrew Furuseth Club, which was formerly the Dartmouth Club and is located at 30 East 37th Street, is one of those swank clubs opened by the graduates of leading universities in so many towns throughout the country, and aimed at being larger and more sumptuous and more exclusive than the clubs of rival universities. The Club which will no longer echo the whisper of men who hope to corner wheat or steel or cotton—but will ring with the shouts of the men who actually handle and transport those commodities across the seven seas, is a four story affair. The basement houses a bar and lounge with an adjoining restaurant and kitchen.

The main floor, in addition to an office and switchboard, will have a reception room and lounge, library and writing room and a game room which will now experience crap instead of backgammon. Ed-

ward P. Mulrooney, chairman of the New York Committee of the United Seamen's Service, the organization sponsoring the Club, will make his offices on the second floor.

The third floor will be devoted to the medical care of the seamen. Here, Lieut. Comdr. Daniel Blain will make all necessary examinations. The top floor will house the staff of the club and will have a few bunks for seamen who are stuck for a room.

This entire structure is for the exclusive use of the merchant seamen. They have only to show their discharges at the door and all facilities are at their disposal. Clubs similar to this one are to be established in every port in the world frequented by American seamen, according to plans of the United Seamen's Service. The first foreign club will be established in Murmansk and will be staffed with doctors and nurses to treat the men that get shot up on that dangerous run.

Brother Harry J. Collins, Atlantic District Representative, represented the SIU and the SUP at the

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WEISBERGER BLASTS PROPELLER CLUB AS ANTI-UNION

Arthur M. Tede, Honorary President
American Merchant Marine Conference
The Propeller Club of the United States
17 Battery Place
New York City

Dear Sir:

This is to acknowledge the receipt of your invitation to me to speak before the annual convention of the Propeller Club to be held in New York next month.

Since I am of the opinion that there is little that I could say that would meet with the approval of your members, I am declining the invitation.

The Propeller Club has, in my opinion, been one of the most reactionary employer organizations in the country. Every gain made by the merchant seamen has been in the very teeth of your group. The Propeller Club has served as a spear-head of the union-busting drives continually launched against organized maritime labor and I greatly doubt that you have succeeded in changing your spots now.

I note that Mr. Joseph Curran of the National Maritime Union has accepted your invitation. Perhaps you and Mr. Curran will have a meeting of minds on the questions of trade unionism, but for my part I desire to meet the shipowners and their stooges only across the collective bargaining table.

Very truly yours,

MORRIS WEISBERGER,
Vice-President SIU

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Affiliated with the American Federation of Labor
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"THE SEAFARERS' LOG"
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Work or Fight?

Last week Brig. Gen. Ben Smith, a brass hat in charge of Alabama's Selective Service, said, "I am sick and tired of this strike business. Every board in Alabama will be told to reclassify all men who walk out on defense jobs."

What precipitated this outburst was a road construction strike in Mobile County. A union busting drive had been launched by the contractor and he began to run scabs in on the job. The union men quit in an effort to protect their wages and conditions and job security.

However the General may attempt to dress up his ukase with red, white and blue—the truth is that his actions amount to plain fink herding.

Should the Alabama Draft Board's decision become a country-wide policy, the workers would be stripped of all union protection and the greatest boss offensive against labor in the history of the country would be launched.

If Selective Service gets away with this "work or fight" threat, the American workers will be chained to their machines just as tightly as are the German workers. It would mean that the bosses could proceed with wage cuts and union-smashing with complete impunity.

And don't think that the bosses would hesitate to take advantage of such a situation. They have been cautiously, but continually chiseling on union contracts ever since labor voluntarily gave up the right to strike after Pearl Harbor. The only thing that held them in check was the fear that the unions might rescind the no strike policy and fight back. Once that labor is stripped of all defenses by military decrees—then the flood gates would be open and the National Association of Manufacturers and the Chambers of Commerce from one end of the country to the other, would howl for labor's blood.

The most rabid labor baiter can hardly deny the fact that American workers have accomplished miracles of production this past year. Moreover, those strikes that have occurred have been mainly due to boss provocation and in defense of the minimum requirements of wages and hours and job security.

Organized labor should demand an explanation from the Alabama brass hat that has launched his one-man war, not against the Fascists but against the American Unions. He should be made to explain how his policies fit into this "better world" that labor was told was in the process of being built.

Seafarers' Log-

HONOR ROLL

MAX LONGFELLOW	\$ 2.00
A. SANTIAGO	1.00
C. ILM	1.00
J. CLARK	1.00
J. GEORGE	1.00
W. G. ALLEN	1.00
JACOB TOL	14.00
CREW OF S. S. ALCOA VOYAGER	3.00
C. KAMPE	2.00
D. D. PARKER	4.00
A. FORDE	4.00
A. FORDE	2.00
CREW OF S. S. ALCOA LEADER	7.50
A. IVERSON	2.50
CREW OF S. S. GOV. JOHN LIND	7.00
TOTAL	\$49.00

Labor Peace Parley Is Again Postponed

Labor peace negotiations, scheduled for resumption this week, have been put off to late November.

The delay was announced by Harry C. Bates, chairman of the A. F. of L. peace committee, and Philip Murray, head of a similar C. I. O. committee.

They explained that engagements of labor chiefs at war rallies and at A. F. of L. and C. I. O. conventions during the next two months forced the postponement.

Meanwhile, Bates, who is president of the Bricklayers, came out strongly for unity in labor's ranks.

"It is my profound conviction that all laboring men and women in the United States and Canada desire to work together so we may complete our task of safeguarding democracy and free labor," he said.

Lake Ships Transferred To Atlantic for Winter

CHICAGO, Sept. 27 — Ships formerly operated on the Great Lakes are now being converted for war-time use as ocean shipping at yards in New Orleans, Mobile, Ala., and Galveston, Texas, the War Shipping Administration discloses.

The vessels, all built in the early Nineteen Hundreds, average about 4,000 gross tons and are between 350 and 400 feet long. They were moved down the Illinois waterway and the Mississippi River after their superstructures had been stripped down to permit passage under numerous bridges.

The boats are among dozens which have been moved from Great Lakes routes for wartime ocean transport duty. Government authorities declined to reveal the number. In addition to the inland route to the Gulf, a number of ships have been taken down the St. Lawrence waterway and the New York State Barge Canal.

Practically any boat now operating on the Lakes, one government official said, could be moved over the inland route to the Gulf, provided there is proper ballasting and in some cases, removal of superstructure and machinery. By such procedure the boats may be held within the maximum draft of eight feet.

MONEY DUE

All unlicensed personnel which paid off the S. S. William Johnson Sept. 8, 1942—overtime can be collected at Bull Line Office, 115 Broad Street, N.Y.C.

All O.S., Wipers and Masmen who paid off the S. S. Mae on Aug. 22 have bonus money coming. Entire crew has \$2 linen money due. Collect New York Bull Line Office.

Entire crew of S. S. Alcoa Ranger have overtime money coming. Collect at 17 Battery Place, N.Y.C.

Entire crew of S.S. Gov. John Lind who paid off Sept. 21 have \$4 linen money due. Collect New York Bull Line Office.

Entire crew S. S. Rosario who paid off Sept. 26, have 1½ days bonus money due. Collect New York Bull Line office.

REPORT FROM

Washington

By
"DUKE" DUSHANE

War Emergency Board:

The Board has ordered all shipowners to pay off all crews as soon as possible when their ships have been torpedoed. This order should speed up considerably the current delays in payoffs.

There seems to be some misunderstanding by some of our members on the latest decision that the Board has handed down whereby the 40% bonus on the East Coast of South America was increased to 100%. This bonus is not payable for time spent in any of the South American ports south of North 5 degrees. The Union has submitted a memorandum to the board requesting that the Board make this monthly bonus payable in all ports outside of the U. S. Continental ports.

William Carlton Case:

This brother got off a ship in Wellington, N. Z., to go to the hospital to have his appendix removed. Upon being discharged from the hospital he had to pay his hotel bill and was later returned to the United States as a counsulor passenger. He received no bonus on his return to the United States. The Board has ruled that he is not entitled to any bonus as the decisions now stand, but they are at present working on a decision to handle cases like this and they will perhaps rule that such cases can receive a bonus in the future. Carlton is entitled to compensation for any expenses, however. He should contact the company to collect.

Selective Service:

Malone of the MFOW, Nielsen of the WEB and myself met with Col. Keesling regarding the status of merchant seamen and the position that some of the Board members are taking. Col. Keesling requested that we draft a memorandum and submit it to Selective Service Headquarters. We feel that the merchant seamen should have a separate classification so as to enable all local draft boards to handle seamen's cases as one of the most vital classes of war workers. We shall draw up such a memorandum and submit it to the Selective Service in the near future.

Carpenters:

The WSA has ruled that carpenters are to be carried on ships of the Liberty type, where the operators have always carried carpenters on their ships.

Seamen Interned in the United States:

Contacted Mr. Holland of the War relocation board regarding American Seamen of foreign parents who are in some of the re-location centers in the midwest, to make arrangements for these boys to go back to sea on ships sailing out of the Atlantic Coast.

Mr. Holland has just returned from some of these centers and is very favorable to seeing that these boys are given the opportunity to sail. He has promised to give us his full cooperation in getting these boys back to their calling.

Here is the policy outlined by the board:

1. They must fill out an application that the W.L.B. uses for that purpose.
2. After they have filled out these applications, the applications will be turned over to the F.B.I. to see if they have anything against them; if not, they will be allowed to sail.
3. Arrangements will have to be made by the Union to get these boys to an East Coast port where they will ship out.

Contacted the British Ministry of shipping representatives here to see if the British authorities in the colonies would intern these boys, and he stated that if they are American Citizens they will not be interned, but at time they may find themselves in some very embarrassing positions in some of the colonies. It certainly is unfortunate that these boys are in this position, but it may be wiser if they sailed on ships running to South America, or some other country where they will not be subjected to some sort of embarrassment.

New Address:

Your Washington Representative has been authorized to open an office here in Washington. I have been successful in finding a reasonable spot. The address is: 424 5th Street N. W., Room 208. From now on send all correspondence to that address.

I am having a little difficulty getting a telephone due to priority, but expect to have one by the first of the week.

WHAT'S DOING

Around the Ports

BALTIMORE

The following trial findings were passed at the Baltimore Branch and have since been concurred in up and down the coast.—EDITOR.

Charges against Horation (Chico) Sollas, 1002:

The Trial Committee finds that the above named defendant was notified to appear for trial on the charges listed below and he was served with written notice to that effect and he was apprised of the time of the meeting and the fact that a trial committee would be elected to try his case.

In spite of this notification Sollas failed to appear and the following full book members were elected to serve as the Trial Committee and try Sollas in his absence. James L. Stevens, 2220, Valentine Neyola 2335, Howard E. Fowler, 3631, J. R. Downie, 3112, and Frank Callaghan, 6333. This committee retired and deliberated on the following stated charges:

1. That he (Sollas) while holding office as dispatcher at the Baltimore Branch did refuse to register various members pleading waste of time and conservation of paper and ink thus causing confusion in Shipping Lists and depriving members of their proper rotative shipping rights.

2. That he violated Section 5, Article XXI in that he collected money without authorization from official sources and that he did not issue official receipts for same.

3. That he violated Section 9, Article XX in that he jeopardized the Good and Welfare of the Union by accepting various amounts of money from prospective members of our union and failed to turn such monies into the office of the Baltimore Branch where such monies was collected in the office of dispatcher during his incumbency. The resultant furor as a result of his being confronted with these claims is a direct blow to the Good and Welfare of our organization. He further accepted sums of money up to \$175 for safe keeping and has persistently refused to return any part of same to their rightful owners.

4. That he further violated Section 1, Article XX in that he obtained by fraud and used illegally, property (Funds intrusted in his care) of the Union representing himself as a collector of dues, etc.; of the Union without due authority.

Trial Committee Reports

We members of the trial committee sitting to consider charges against and exhibits of testimony regarding offenses against various Articles of the Seafarers International Union, do hereby, after much deliberation, find Horatio (Chico) Sollas, 1002, GUILTY on all specifications and recommend to the membership as a whole that Sollas be suspended from all connection with the Seafarers International Union for a period of ninety-nine (99) years and that the findings of this trial committee be

published in the Seafarers Log so that all members may be fully aware of this man's lack of trust.

- s/ J. L. Stevens, 2220
- s/ H. E. Fowler, 3631
- s/ Frank Callaghan, 6333
- s/ Valentine Neyola, 2333
- s/ J. R. Downie, 3112.

(Report submitted to membership at regular business meeting, September 8th, and adopted unanimously.)

VANCOUVER

Since President Roosevelt and other leaders of the United Nations have requested that the people be placed at work where they are best suited, we Canadian seamen would like to know why Mr. P. B. Cook, agent for the Canadian Australasian Line, has not been placed in a concentration camp where he is best suited?

Just last week this Nazi-like character saw fit to sneer at a seaman who suffered loss of limb, health and personal effects through enemy action in one of the most horrible sagas of the sea I ever heard. This brother was adrift in an open boat for 30 odd days and suffered terribly, only to be kicked around by this Cook person when he got back to shore. He was chiseled from beginning to end, all so the Line could save a few lousy dollars.

How often has it been said, "You can't do business with Hitler." But you don't know P. B. Cook. Anton Peterson, the survivor of the 30 days at sea, went to Cook's house but even the pleadings of his wife were to no avail. Once a chiseler, always a chiseler.

While naval and military strategists ponder over offensive measures against the enemy, P. B. Cook ponders over offensive measures against the seamen—the real unsung heroes of this war. Cook and his Nazi-minded clique of Canadian shipowners fatten at the expense of the men in Canada who go down to the sea underfed, underpaid and in ships that are undermanned. Not one of these false patriots are capable of doing a seaman's work. How many of them could stand up firing coal in the tropics? Not one!

Yet, you unorganized seamen let these tripe handle you at will. True enough you envy the wage scale on American ships, yet what attempt have you made to bring your own scale up to it? Remember seamen, you are fighting this war—the shipowners and their stooges are not. So it remains for you to talk as an organized group and always remember that your experience and brains can more than match the shipowners once you are organized the way they are.

You Seamen who have seen what steps these false patriots have taken to exploit you, the attitude they show to men who deliver the essentials of war, can only reach one conclusion, and that is to join a seamen's union—The Seafarers' International Union—a union of the seamen, by the seamen and for the

seamen. Joining the SIU is the only way you can beat these false patriots.

R. W., Patrolman

SAVANNAH

Had the S. S. (.....) the pride of the Waterman Steamship Company in here after making a voyage of 7 months and some days. This ship had about 400 hours of overtime worked in explosives at \$2.50 an hour and about 400 hours at \$1.10 and \$1.65 and some 1400 extra meals served aboard ship during the voyage. All of this was squared away and transportation paid back to the Pacific Coast.

The Captain, the Mate and the Chief Engineer on this voyage were of the best in the business, in as much as they handed me the overtime sheets to check with the ship's delegates to put the different prices of overtime on and the hours the boys had worked on cargo and on explosives. After the prices were inserted he Oked all of them and everything was paid to the satisfaction of everyone concerned. The boys paid off anywhere from \$1800.00 to \$2600.00. Now am having trouble trying to find a crew to sail her again.

Shipping in this vicinity is still good for all rated men as I have shipped everything that had pants on up to now and am still looking for more.

Steady as she goes.

CHARLES WAID, Agent

Crew Protests

(Continued from Page 1)

ping and national unity.

All these actions seem particularly ungrateful in view of our great efforts as union men toward continued and uninterrupted shipping and national unity.

It is our hope that this letter will fully explain to you our feelings in this matter and that you will see fit to cause an investigation of our claims.

Respectfully,

- Ardath B. Howard
- Walter L. Johnson
- Edward Mullaly
- Walter G. Allen

Sworn to and subscribed before me at Baltimore, Md., this 17th day of August, 1942.

Notary Public

Com. expires May 3, 1943.

PERSONALS

MICHAEL GEESON

(formerly of the Alaskan and West Kiska) Please get in touch with Paul C. Matthews, 11 Broadway, N.Y.C., with reference to the stabbing of John Nestor.

GEORGE SPENCER

Contact Marsh and McClennan, 70 Pine Street, N.Y.C., regarding the settlement of your case against the Eastern Steamship Company.

JOHN MONAST

Your book, No. 22585 has been found and turned into the Secretary-Treasurer's office in New York City.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA ATLANTIC and GULF DISTRICT

Secretary-Treasurer's Office

Room 213 — 2 Stone Street, New York City
P. O. Box 22, Station 7 Phone: Bowling Green 9-8646

DIRECTORY OF BRANCHES

BRANCH	ADDRESS	PHONE
NEW YORK	2 Stone St.	Bowling Green 9-8646
	Dispatcher's Office	Bowling Green 9-8646
	Agent	Bowling Green 9-3437
BOSTON	830 Atlantic Ave.	Liberty 4057
PROVIDENCE	485 South Main St.	Manning 3572
BALTIMORE	14 North Gay St.	Calvert 4539
PHILADELPHIA	8 North 8th St.	Lombard 7651
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS	309 Chartres St.	Canal 3336
SAVANNAH	218 East Bay St.	Savannah 2-1728
TAMPA	206 So. Franklin St.	Tampa MM-1323
MOBILE	55 So. Conception St.	Dexter 1448
PUERTO RICO	45 Ponce de Leon	Puerto de Tierra
GALVESTON	2014 Market Street	Galveston 2-8043

Union Victor In Libel Action Sets Precedent

NEW YORK, Sept. 28.—For the first time in the history of the American labor movement a trade union sued and collected in a libel action when Westchester Newspapers, Inc., owner of the Mount Vernon Daily Argus today handed its check for \$15,000 to Local 3 of the International Brotherhood of Electrical Workers, an AFL affiliate, in an out-of-court settlement of a suit brought against the publishers two years ago. Announcement of the settlement was made by Harry Van Arsdale, Jr., business manager of the union.

In the past it had been the opinion of some courts that labor unions could not institute litigation

alleging libel on the theory that since they were unincorporated bodies they were not possessed of reputations which the courts could protect. But in the Court of Appeals decision the law was interpreted to permit a trade union to sue for libel.

The cause of Local 3's action was a syndicated column of Washington comment by James McMullin, published in the Daily Argus in the summer of 1939 in which it was alleged that union officials were "feathering their nests" from initiation fees and dues payments from out-of-town workers seeking employment at the time of the World's Fair.

Sinkings News Low In Western Atlantic

The lowest number of announced Allied merchant sinkings in the western Atlantic over a seven-day period since Pearl Harbor was reported last week with disclosures that five merchantmen had fallen prey to enemy submarines.	Week Since Sept. 20-26	Pearl Harbor
Egyptian, and one unidentified Allied.	Off the U. S.	2 176
	Off Canada	0 46
	In the Caribbean ...	0 160
Loss reported between September 20 and 26 included destruction of two United States ships, one Panamanian, one	In Gulf of Mexico ..	0 45
	Off South America ..	1 50
		3 477

RESOLUTION TO APPEAR ON 1943 BALLOT

Whereas: At the present time the seamen of America are making more money than ever before in the history of the seamen;
Whereas: When the present war is over the seamen will again be engaged in a fight for existence with the shipowner who at the present time is filling his war chest in preparation for the coming struggle, and
Whereas: The history of the seamen's labor movement proves conclusively that after such an upheaval as at present is going on in the world, they are always throttled and browbeaten—as for instance 1921 and the Lake Carriers set up, and
Whereas: The 1934 and 36 and 37 strikes proved the need of ample funds when engaged in a major strike, therefore
BE IT RESOLVED: That the Constitution shall be amended by adding a section to Article No. 26, this section to be known as Section No. 8. A strike fund shall be maintained, the strike fund to be kept separate and apart from any or all other funds in the Union. An annual assessment of \$3 shall be levied for this fund. And further,
BE IT FINALLY RESOLVED: That if the members accept this resolution, it be published from time to time, as space permits, in the Seafarers' Log before the time of the election. This is to acquaint all members with the intent of the Resolution. And further, that the resolution shall be placed on the annual election ballot.

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

Andrew Furuseth Club Dedicated To American Merchant Seamen S.I.U. Man Is Honored By Home Town Paper

(Continued from Page 1)

dedication and expressed the gratitude of "30,000 A. F. of L. seamen that the founder of our movement, Andrew Furuseth, should be thus honored." Brother Collins chided the audience gently for failing to have given recognition to seamen before this, and said, "I am glad to see that at last the merchant seamen are coming into their own, to see that the public is beginning to realize that a man does not have to wear a uniform to be a hero."

According to announcements made by the USS at the dedication, the next step taken in New York will be the requisition of a large modern hotel for the exclusive use of the seamen. The rates would be kept to a minimum and the seamen would be assured of receiving first class accommodations.

What They Said At the Dedication . . .

EX-POLICE COMMISSIONER MULROONEY: The merchant seamen have been the stepchildren of this war. The public has done a marvelous job in caring for the men in the armed forces, but the seamen have been neglected. This is going to change.

CAPTAIN EDWARD MA-CAULY: If Andrew Furuseth could be here today he would be content. He would rejoice in the realization that at long last the American people have come to recognize the role the merchant seamen play in the life of the country.

LAWRENCE TIBBET: I will now sing "The Road To Mandalay!"

MADELAINE CARROL: I feel that I have a right to come here in the place of other film actresses, because you see, I married a sailor. He is now on a freighter in the Caribbean. So I hope you will accept me as one of the family. (cheers from the seamen). My heart belongs to the merchant marine. (cheers and whistles).

BASIL HARRIS (Shipowner): I always call my seamen "Joe" or "Harry" or "Frank" or whatever their first names may be. (Editor's Note: But they don't call him Basil.)

CLAIRE BOOTHE LUCE (Mrs. Time-Life-Fortune): It has been my fortune to see many of the ports of the world under the impact of this war. I have seen the American seamen and the job they have been doing. They perform their work silently, faithfully, gallantly—truly the unsung heroes.

MAYOR LA GUARDIA: Andrew Furuseth was my friend. I learned a lot from him. He was no seamen of fiction, but the real thing. He was the perfect picture that you would get from reading Conrad. Andy was a great pioneer who startled the country with the deplorable conditions of the men of the sea, and who won almost single-handed reforms long overdue. It was Andrew Furuseth who gave the seamen their self-respect!

JOSEPH CURRAN:—



reporter named Wyatt Dixon, the story ran as follows:

Much adventure and many dangers have confronted George R. White, Durham man, since he began his hazardous duties as a seaman of the United States Merchant Marine. Three times his ship has been shot from under him as enemy sea craft and airplanes sought to blast ships in the convoys of vessels carrying precious war supplies to America's allies.

White returned to the North yesterday, after a visit with his mother, Mrs. George R. White, on Carver Street.

Unperturbed despite narrow escapes from death, White apparently looked forward to his return to the life of an active seaman and he expected to be assigned immediately

to a vessel.

White bore credentials to prove his connection with the Maritime Commission as a seaman including his membership card with the Seafarers International Union. He freely discussed the chapters of his exciting life that wartime restrictions allowed and admitted his love for the sailors work. He served as fireman on the vessel he last shipped on and the voyage was one of many that have carried him into many ports in different parts of the world. From the Arctic Seas to South of the Equator, he has sailed in enemy submarine infested waters and in most of the voyages the cargoes entrusted to the keeping of his vessels reached their intended destinations.

The last voyage of the Durham man carried him to Russia. His ship was bombed by enemy planes and sunk as it rode at anchor in a Russian bay. Three members of the crew were killed and White received a badly injured leg from which he is just recovering. Hospitalized, White was transferred to a vessel returning home and on his return to the United States he remained at a hospital for some time before coming here for his brief visit.

White told of two vessels on which he sailed that were torpedoed and sunk by the enemy. One of them was sunk not far from the coast of Iceland and 187 survivors from British boats were aboard. He escaped from this experience unscathed.

Russia has no more staunch a supporter than White, who reported witnessing 231 enemy air raids while in Murmansk. People in America have the wrong impression about Russia, he said. Instead of being near defeat the nation, he said, is waging successful battle with the ultimate outcome certain to be victory for Russian Armies. He predicts that when Winter comes around the first of the coming month there will be a definite turn in the tide of battle and said that if the United States will see that sufficient war supplies reach Russia this desired result will be made more certain.

F. D. R. ON U. S. S.

In the newly organized United Seamen's Service, the people of our country have an instrument through which we may discharge a small part of our debt to merchant seamen—the men who are vitalizing the vast tonnage we are producing to defend our way of life.

The men of our merchant marine need facilities for rest and recreation, a chance to build up the strength and fortitude necessary for their hazardous journeys carrying the implements of war to our fighting forces. Through the United Seamen's Service, whose purposes and aims I heartily endorse, rest, recreation, and recuperation centers will be established for them. Friendly, human service will be ready for them ashore.

The United Seamen's Service is an undertaking deserving the fullest support of the American people. It commands the thoughtful consideration all of us want to show to our merchant seamen.

FRANKLIN D. ROOSEVELT

ON CLOTHES!

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

ASSESSMENT!

Remember there is a \$2 Organizational Assessment which goes to the International.

The payment is voluntary! How good a Union man are you? Have you paid your \$2 obligation?

ATLANTIC AND GULF SHIPPING FOR WEEK OF SEPTEMBER 21, 1942

	DECK	ENGINE	STEWARD	TOTAL
Shipped	111	76	72	259
Registered	128	87	68	283
On Hand	299	193	190	682

*No report from Savannah, Mobile and Puerto Rico.

Atlantic Storm Lashes SIU Ship -- Seaman Overboard

(Continued from Page 1)

gan to unreel. More danger of fouling the screw. Two men were sent aft to secure it. A sea swept them both over the rail but one man managed to hang on and save himself. The other was never found. For that matter only a very feeble attempt was made to look for him. The first and simplest precaution may have saved his life. Namely, a life line stretched fore and aft.

We then turned and ran before the storm. She shipped no more water. Had this been done to protect the men working, no man would have been lost. During the night an attempt was

made to buck it once more, but finding the going too heavy we turned and ran again.

Four men were caught in the wheelhouse and were unable to leave for five days due to the heavy seas washing over the decks. Cooking was impossible and we had nothing to eat for several days. It was impossible to send an SOS because the ariel had been carried away, and could not be fixed. All of this happened in submarine waters.

Finally the storm moderated and we were very happy to make port. The ship was in a severely damaged condition when we reached port.

Editor's Mail

Editor, Seafarers Log,
P.O. Box 25, Station P,
New York, N. Y.

Dear Sir and Brother:

Am receiving the Log regular and look forward to every issue, the first page to me is NEW OR-

LEANS, tell "Army" to stay right in there and pitch, also give my best regards to Matt.

After reading the Log over a couple of time I pass it on to the fellows and they're of my opinion, one of the greatest papers published.

Fraternally yours,
John W. Malcolm, A 202

INFORMATION ON INSURANCE PAYMENTS

After you have designated your beneficiary, inform that person. In the event that you are one of the unfortunate seaman who does not return from sea, it is not necessary for your beneficiary to retain a lawyer to collect the \$5,000 insurance benefit.

Tell your beneficiary to contact your union hall for full information. This money could be collected without a lawyer and at no cost to the beneficiary. Some attorneys are charging as high as \$1,000 to collect the insurance.

DO NOT SHIP

Herbert T. McAuley P 6933
N. STUMPH P 7596

In Memorium

- FRANCESCO PAGAN Messman
- A. BOZMAN Fireman
- CHARLES E. LEWIS Bos'n
- HAROLD J. DOSTIC A.B.
- FRANK S. ROGERS A.B.
- CHRISTOPHER HOFFMAN O.S.
- WILLIAM LEE, Jr. Oiler
- H. W. SCHWETERS A.B.
- R. BURNS Watertender
- EDWARD W. MARKO Watertender
- TIM J. O'DONOGHUE Oiler
- JOHN JOSEPH DUNN Wiper
- A. J. GIROWED Oiler
- VICTOR J. PAPINEAU Messman
- ROBERT F. RADEL Messman
- EDWARD CEBULA Messman
- FRANK E. DOXTATION Watertender
- WILLIAM M. G. CALDWELL A.B.
- THOMAS JOSEPH REILLY Oiler
- H. HALL Fireman
- JAMES TAYLOR Waiter
- JOHN SCOTTY CLARK A.B.
- RUSSELL C. FUNK Wiper
- B. D. POEDING O.S.
- WILLIAM E. FARRELL A6089