

**SECURITY
IN
UNITY**

SEAFARERS LOG

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



VOL. IV. 280

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No. 34

WSA ISSUES RULING ON PENALTY BONUS

The War Shipping Administration has ruled that a penalty bonus must be paid to seamen manning vessels which carry explosives in 50-ton lots or more, when such a bonus is provided in the collective bargaining contracts.

When the kind of explosives specified in the schedule are carried in the specified quantities, said Hubert Wychoff, Director of WSA, there are no grounds for non-payment of the additional compensation.

Argument that the agreement was reached with respect to normal peacetime operations and applied only to commercial carriage of such cargoes "goes to the heart of the commitments which were made in the statement of policy," Wychoff wrote.

Contention that seamen already are compensated by war bonuses at the rate of \$100-100 per cent per month have no relation to the question, Wychoff added, inasmuch as "the risks which are compensated for by the decisions of the Maritime War Emergency Board do not relate to the kind of cargo carried but on the contrary to the external geographical risks due to enemy action."

PAY RISE PROPOSED FOR LONGSHOREMEN

An offer of wage increases for 45,000 members of the International Longshoremen's Association was disclosed jointly last week by Joseph P. Ryan, president of the organization, and representatives of steamship operators. The proposed wage scale would affect workers from New England to Hampton Roads, Va. An affirmative vote for the plan was indicated, Mr. Ryan said.

The shipowners and the union attempted yesterday to ascertain the standing of new rises with the War Labor Board. In view of President Roosevelt's wage-stabilization plan the increase might require review by the WLB, it was held.

The new wage scale increases the basic pay of longshoremen to \$1.25 an hour, a rise of 5 cents an hour. Checkers were granted 35 cents a day more, bringing their daily total to \$9.60. A rise of 25 cents would give watchmen \$6.15 a day.

The union originally asked for a rise of 12½ per cent for all members. Mr. Ryan said yesterday that a rise of 10 cents an hour had been granted to longshoremen on Oct. 1, 1941, and that the additional 5 cents would make up an estimated 15 per cent increase in living costs.

Navy Threatens Seamen With "Bayonets For Your Tools"

MAY BUY RUBBER BOOTS ABOARD SHIP

Members of the crew of an ocean-going vessel operating in foreign, coast wise, or intercoastal trade may purchase rubber boots or heavy rubber workshoes from their ship's slopchest without getting a rationing certificate, the Office of Price Administration announced today.

Campaign Launched To Force Merchant Seamen Into Special Naval Reserve - Seen As Blow Aimed At Maritime Labor Unions

Navy Brass Hats, notoriously anti-labor and on more than one occasion the general strategists behind union-busting drives, are at it again. This time the Navy is using the draft boards as a club to bludgeon the seamen out of their unions and into the Naval Reserve.

The Seattle Recruiting district of the Navy has issued a bulletin to all merchant

seamen, warning them that they are only safe from the draft if they join the Reserve. This act means that the Navy has finally laid all its cards on the table and cleared the decks for an offensive aimed at taking over the whole merchant marine.

The last time the Navy played an open union-busting role was when the merchant marine was taken over by the War Shipping Administration in April, 1942. At that time the Navy made a strong bid for control of the merchant seamen. It was the determined opposition of the SIU-SUP that thwarted their plans.

Since then the Brass Hats have been laying low, waiting for the right moment to strike again. They obviously consider this to be the right moment and are attempting to use the draft as blackmail. If the Selective Service officials are a party to this plot, they have perverted their office into an apparatus for union-busting and have struck a great blow against those principles of Democracy they claim to defend.

The fact that the Navy has only issued this bulletin in Seattle and in no other port, would seem to indicate that it is a trial balloon and the temper of the men and their unions are being tested.

The Brass Hats won't have to wait long for an answers from the men in the SIU-SUP. Their answer is the same now as it has been in the past and will be in the future — NO NAVY UNIFORMS — NO NAVY PAY — NO BRASS HAT DISCIPLINE. We will continue to sail the ships but only as free men under union conditions!

Matthew Dushane, the Washington Representative of the SIU-SUP, has already informed the Navy that the A. F. of L. seamen are unalterably opposed to their shackles and will fight them to the end. Dushane also blasted the Navy for attempting to make it appear that the Unions, the SUP particularly, was cooperating with the program. "As Union seamen," said Dushane, "we certainly resent the Navy or any other government agency trying to use the name of our organization to camouflage their union-busting policy."

Following is the full text of the Navy bulletin as it was nailed

(Continued on Page 3)



Brother Frank Williams, New York Agent, tells Madeleine Carroll a few sea yarns. They met at the Andrew Furuseth Club which was opened in New York City last week by the United Seamen's Service. Madeleine Carroll is devoting all her time to the merchant seamen through the U.S.S.

CONSUMERS GET IT IN THE NECK!

Price "Czar" Leon Henderson ran true to form this week. In a series of new regulations he continued to give consumers the worst of it. One order authorizes merchants to reduce deliveries and compels customers to carry home all but packages too heavy and bulky to handle. Other concessions permit dealers to refuse to accept returned merchandise, or to receive orders by telephone, COD orders or to deliver goods on approval.

Henderson said he was "trimming out business frills and furbelows," but he "okayed" the most wasteful and costly "frill" of all.

"To forestall inquiries, I may say that O.P.A. has no intention of issuing any regulation limiting

advertising," he declared.

That also was characteristic. To obtain the support of the press, Henderson has promoted the interests and profits of publishers in every way possible. He has frozen the prices of materials they use while giving them unrestricted authority to increase prices of their publications and advertising. Throughout the country readers are compelled to pay from 50 to 100 per cent more for their daily papers.

The new regulations will make it possible for dealers to materially reduce their operating costs, including payments for labor, but consumers will not share the savings.

Mine Workers Vote To Quit The C.I.O.

CINCINNATI, Oct. 7 — The convention of the United Mine Workers voted to withdraw the miners organization, with a membership of 500,000, from the Congress of Industrial Organizations after the committee on officers' reports had recommended such action and John L. Lewis, president of the miners, had told the delegates that he could not continue to represent them unless the convention approved the recommendation of the committee.

With only a handful of the 2,-
(Continued on Page 3)

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Wakefield Lesson

AN EDITORIAL

A few weeks ago the U. S. Army Transport Wakefield, formerly the Manhattan, burned at sea. The fire was not due to enemy action but apparently to some sort of crew negligence (or ignorance).

Fortunately the crew was a Navy one. We say fortunately because we can well imagine the hysteria that would have been whipped up by the prostitute press if the crew had been union. Charges ranging from "incompetence" to outright "sabotage" would have been hurled at the crew and at the maritime unions generally.

As things now stand the Navy can well pause and review its policy of wholesale removal of civilian crews from all merchant ships it requisitions. Even the reactionary *Journal of Commerce* is alarmed by this practice and suggests a policy revision.

"... operating men who have handled freighters and liners in foreign trade for many years say emphatically that they have always considered the Navy custom dangerous," writes the *Journal*.

"Every ship has its own habits and peculiarities, and officers (and men?) need months and even years to discover them all and learn to master them. Ship-wise men recognize the need of complete familiarity with a ship."

The *Journal's* point that men must sail a single ship for years before they can handle it, is so much hog wash. But what is necessary is experience with all types of freighters and liners. Here is where the merchant seamen fill the bill and the Navy seamen do not.

The Navy brass hats know this, but their fetish for heel-clicking discipline aboard their transports has forced them to sacrifice good seamanship.

Anything that gives a brass hat spots before his eyes is the thought of working with a Union crew that will stand up for its rights as free Americans.

Better inexperienced seamen in uniform than good seamen in dungerees—so reasons the Navy.

Seafarers' Log-

HONOR ROLL

J. RUBERY, No. 6485	\$ 2.00
E. JOHNSON	2.00
R. BROWN	1.00
W. JOHNSON	1.00
M. RICHELSON	2.00
K. KORNELINSEN	\$1.00
	<hr/>
	\$9.00

MONEY CURB AFFECTS SEAMEN

American seamen receiving money in foreign ports will be paid in the currency of the foreign country, according to an order issued by the War Shipping Administration. The purpose of the order, as explained by Admiral Emory S. Land, War Shipping Administrator, in a letter to the National Maritime Union, is to keep United States currency from falling into the hands of Axis agents.

FDR's WAGE FREEZE

WASHINGTON, Oct. 9—The War Labor Board cited President Roosevelt's economic stabilization order for the first time today in rejecting a wage increase demand by a C.I.O. union.

The board, by unanimous vote, turned down the request of the United Automobile Workers Union for a general wage increase ranging from 7 to 30 cents an hour for 800 employes at the Sterling Engine Company of Buffalo.



Delegates to the 62nd annual AFL convention in Toronto hear Pres. William Green make the opening address. Six hundred delegates, a record number, representing 5 1/2 million paidup members in the U. S. and Canada, attended.

BRITISH TARS BALK AT BAD CONDITIONS

STOCKTON, Calif. —Agricultural operators in this area, who are under the domination of the notorious anti-labor "Associated Farmers," learned this week that British sailors won't stand for the exploitation which has been inflicted on other workers in southern California.

Fifty-two of John Bull's tars, while on furlough, volunteered to help pick tomatoes. When they arrived on the farms, they found housing conditions so miserable and insanitary that they refused to work.

"My men are used to better conditions and they can't be expected to go for this," declared a lieutenant.

EX-NLRB AID, UNION HATER, SHIPS ON SCAB STEAMER

LOS ANGELES—Dr. Towne J. Nylander, whose 5 years as Southern California NLRB director were marked by frequent union protests against his employer bias, has gone to sea on a non-union ship of the non-union Isthmian Steamship Co.

Nylander had been lecturing on labor relations since he resigned from the NLRB in 1939. Prior to that he had been suspended and reinstated after he made a speech in Inglewood, Calif., saying "employers haven't a chance with labor."

Although Nylander made few friends in organized labor while an NLRB official, waterfront unionists told Federated Press that they don't feel bad about his present activity as a seaman.

"It'll be an education for him working on a fink ship," a member of Sailors Union of the Pacific said, "and I hope they'll sling it into him so he'll see the value of union organization."

MONEY DUE

Crew of the S. S. Josephine Lawrence, paid off Sept. 21, have 3 days bonus money coming. Collect at Waterman office.

Crew of S. S. Fairisle have thirteen days bonus money coming.

REPORT FROM

Washington

By
 "DUKE" DUSHANE

United Seamen's Service:

I attended a meeting of the executive board in New York on October 2nd, and the problem came up of hiring the personnel for this organization. It was brought out that the U.S.S. has hired about 47 with previous sea experience. Some of those hired were Stewardesses who cannot go to sea. Curran of the NMU was in favor of hiring as many people with sea experience as possible. I took the position that seamen should not be hired if they are capable of going to sea.

We are at present trying to get the Selective Service Board to have all seamen in a special class which will be exempt from the draft. Now, if we begin to give a lot of these guys shoreside jobs it won't sit so well with the draft board. More than that, the NMU is trying to pack the U.S.S. with its people. I maintain that the U.S.S. was set up for all the seamen and no particular union should get a corner on the outfit.

Hogan, President of the MEBA, has sent in his resignation to the U.S.S. There will be plenty of others sending in their resignations if this outfit caters to only one union in their activities.

The question was also raised as to who shall sit on the different port committee's as representing seamen's unions. The following rule was adopted—any group of seamen who have petitioned the NLRB for an election and have been certified by that board, shall be admitted to participate on the port committee.

N.M.U. Jurisdiction:

The NMU is claiming jurisdiction on all ships that are launched on the West Coast and have been assigned to Luckenback, Moore McCormack and Grace lines. The SUP has agreements with the Luckenback Gulf line, American Republic lines (Moore Mac), and W. R. Grace & Company. The NMU claim to these ships is phoney.

The War Shipping Administration stated that when they assigned these ships to the different companies they did not take into consideration the collective bargaining agreements.

Crew's Quarters:

The WSA is setting up a crew's quarters committee here with representatives of the different maritime unions being invited to participate. It took quite some time to get this far with our complaints regarding quarters, but we ought to get going full blast on the problem now.

1943 NOMINATIONS CLOSED; BALLOTING DURING NOV. & DEC.

This week (Oct. 15th) nominations for 1943 Union office were closed. According to the Constitution, any candidate that fails to mail his credentials to the office of the Secretary-Treasurer by midnight of the 15th, is disqualified for office.

Following are the Constitutional provisions covering balloting in the ports.

Section 3. A committee consisting of six full book members in good standing, two from each department, shall be elected, whose duty it shall be to prepare the ballot.

All nominees who desire to become candidates shall have the necessary qualifications and acceptance in the office of the Secretary-Treasurer or the Committee on Candidates prior to the 15th day of October of each year. Nominees who shall fail to comply herewith shall be regarded as having declined the nomination. Ballots shall (a) bear the name of the Union, the month and year of election and instructions to votes; (b) bear the names of eligible and duly qualified candidates for each office arranged alphabetically with voting squares to the right of names; (c) have one blank line for each office in which member may write the name of any member whose name does not appear upon the ballot who must be qualified under the provisions of Section 2 of this Article; and (a) be perforated at the upper edge and perforated stubs numbered consecutively, beginning with No. 1. The Secretary-Treasurer shall cause to be printed, and shall forward to each Branch and retain for use at Headquarters, a sufficient number of ballots, and shall keep a record of the numbers of the first and last ballots so forwarded and retained. None but official ballots shall be used in any general election.

Section 4. Balloting for officers shall be secret and shall take place each day during the month of November and December, 60 Day Referendum provided that there are five members in good standing elected from the meeting present to look at their books and guard the ballot box; and no ballots shall be accepted except those cast in the regular manner.

A committee of Election composed of six (6) full members in good standing, two (2) from each department, namely one judge, two tellers and three clerks, shall be elected in each port to conduct the election and to canvass the returns. Ballots shall be distributed in the order of their numbers, commencing with the lowest number.

Section 5. Members shall be entitled to vote upon presenting their membership certificates showing that they are in good standing, and have not previously voted at the same election. Members shall mark their ballots with pen and ink, or indelible pencil, and shall signify their choice of candidates by marking a cross (X) in voting squares opposite names, or by writing in the blank line the name of their choice if such name be not printed upon the ballot. Lead pencils shall not be used in marking ballots. When a member has marked his

U.S.S. Moves To Aid Merchant Seamen In Foreign Harbors

Moving swiftly to meet the existing immediate demand for aid for American merchant seamen in United Nations' ports throughout the world, Douglas P. Falconer, national executive director of United Seamen's Service, announced this week that arrangements have been completed to dispatch overseas the first contingent of United Seamen's Service representatives.

Eight men and women will leave for Iceland, England, Scotland and Wales where they will set up and take charge of recreation clubs and rest homes and meet other needs of officers and men of the merchant marine who are braving submarine-infested waters to carry supplies to our fighting fronts, said Mr. Falconer.

The United Seamen's Service has already opened rest homes and clubs in the New York and Baltimore port areas. Properties are being surveyed to supply similar facilities in Philadelphia and Norfolk as well as in the Gulf and Pacific coast ports.

"While we are straining every possible effort to expand our facilities and the scope of our work for 'heroes in dungarees' in the United States," he added, "we are simultaneously making substantial progress in setting up our overseas organization—a vital part of the work of the United Seamen's Service.

Edward P. Mulrooney, Chairman of the New York City Committee of United Seamen's Service, announced that Rear Admiral Albert B. Randall, USNR, the first merchant marine officer to attain this rank in the naval forces of the

United States, has accepted the post as USS Executive Officer for the Port of New York, with offices in the Andrew Furuseth Club, 30 East 37th Street.

Nearly 1,800 merchant seamen have taken advantage of the recreational facilities offered at the Andrew Furuseth Club on East Thirty-seventh Street since it was opened ten days ago by the United Seamen's Service.

Former Police Commissioner Edward P. Mulrooney, chairman of the New York Committee of the United Seamen's Service, said that the club's register had shown 180 visiting seamen at the club each day. "Included among these," he said, "were officers and men from every State in the country and others from England, Scotland, Denmark, Ireland, Holland and Australia."

"The men were unanimous," Mr. Mulrooney continued, "in praising the club, and their enthusiastic reception of the idea of a seamen's club is a tribute to the efforts of our organization to give merchant mariners the recognition accorded to men in uniform."

The most popular spot in the club during the first ten days was the dance floor and bar. However, the tone of the club is to undergo a change, an official said yesterday. In the future the club is to be restricted to men during the week, eliminating most of the dancing. Dances, henceforth, will be held only on Saturday nights when the club will hold open house.

The seamen were entertained last week by more than 200 volunteer hostesses who worked in shifts from 3 P.M. to midnight.

NAVY THREATENS SEAMEN WITH "BAYONETS FOR YOUR TOOLS"

(Continued from Page 1)

up around the Seattle harbor. Read it carefully. It is written with soft and logical words—but it is one of the most vicious documents yet to come out of Washington.

**U. S. NAVY RECRUITING STATION
FEDERAL OFFICE BUILDING
SEATTLE, WASHINGTON**

Attention Maritime Men:

Is your draft number likely to remove you from the duties you have chosen as your life's work at sea?

Are you confronted with the idea that the war is going to haul you ashore and place you high and dry with a bayonet for your tool of war?

That worry need not haunt you. There is a way out!

The United States Navy has opened class M-1 for just such men as you, so you can stay on your ship and do your regular job. By enlisting in an active status with the Navy's M-1 program, you can remain aboard the ship you are now on until such time as the Navy may have to take over that ship. You will not be subject to call by selective service. You will be in the service of your country.

No other procedure could so adequately protect the personnel and guarantee the operation of much needed merchant marine. That's why the Navy has opened its M-1 branch.

At Navy recruiting headquarters, Federal Office Building, Seattle, there is a special enlistment officers to see to it that men of the merchant marine are handed quickly and efficiently in the process of enlistment into this new Navy reserve unit. It's your only chance to safeguard your job at sea!

(signed) **ROBERT S. DOLE,**
Ensign D. V. (S), U.S.N.R.
M-1 Enlistment Officer
Seattle Recruiting District.

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

Secretary-Treasurer's Office

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

Directory of Branches

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MOBILE	55 So. Conception St.	DIAL 2-1392
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GALVESTON	219 20th Street	GALVESTON 2-8043

Around The Ports

TAMPA

Things here in Tampa are very slow as we don't have but one or two ships in here every month. I have so damn many OS on the list that I get sick every time that I look at the list.

We have quite a few on all three list and believe me when the boys get together there is lots of B.S. flying thick and thin. All I can hear is, "When are we going to have any ships in? Well, I tell them that if they will grab a rattle and head for the Yankee Land it would be possible for them to ship. But I really think that this warm climate suits them better, and after all we have to gab about something.

Brothers, the time has come when you will have the privilege of voting for your officials for the coming year. As of the past, some of you would not keep in good standing or had neglected to vote and the result was that some of the officials, in your opinion, were a big bunch of heels.

As agent of this port I have heard so damn much about agents and Patrolmen of other ports and also my self not being competent and not doing the things that we

should do, I would advise that you try and vote this election for the one that can cut the mustard.

I have noticed that some of the branches are raising hell about the telephone bill here being so high. Well, when there was a ship in I couldn't find one sand crab that would ship, they are always waiting for their dream ship. Now, if some of you fellows will get a map and study it for a while you will see that we are way to the hell South and East of any hall, and it cost like hell to call Mobile or New Orleans for replacements. But if you insist, I will let the ships go short-handed.

I am doing my damdest to keep this hall on an economical basis, but it takes a certain amount to operate. I don't have a patrolman so I am trying to organize two ships here and it takes some of my time to do that, and when there are any of the ships that we have under contract in, I have one hell of a time trying to settle beefs and collect dues and various other things that goes with pie carding. So please take these things into consideration, and give me a rest.

Fraternally,

D. L. PARKER,

Agent.

**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

Greek Maritime Unions United

NEW YORK, N. Y.—Unification of the Greek seafarers' movement after months of negotiations was announced recently by the New York Office of the International Transport Workers' Federation.

The agreement for the unification of the Greek seamen sailing in the cause of the United Nations was signed last week in Cardiff, England, by representatives of the Union of Greek Seamen in Great Britain and the Greek Maritime Union in the United States.

The move was hailed by spokesmen of the Greek Maritime Union in New York as "a great forward step towards uniting the two unions into one strong organization and thus furnishing effective and great help to the war effort of the United Nations." It was also announced by G. Gregoriades, secretary of the union, that a special membership meeting would be called within a few days to ratify the agreement and put its clauses into effect. The agreement will also be published in "Ergatis Thalassis," the Greek seamen's paper in New York.

At a general meeting of the Greek seamen in England on September 13, the merger of the two organizations was unanimously and enthusiastically approved and new officials were elected to carry out the provisions of the agreement. The newly elected general secretary George Koufoudakis also communicated to the Greek seamen's office in New York the appointment of Antonios Ambatielos as national organizer of the unified movement. Ambatielos (a former union secretary in New York) represented the Greek Maritime Union at the unification conferences in England.

Sailor's Operates Furuset School

NEW YORK, N. Y. — ITF — The training school for young American seafarers established a year ago on the West Coast by the Sailors' Union of the Pacific has met with great success.

The school which is located in the SUP building, Clay Street, San Francisco, Cal., has been in continuous operation since last summer. Over 500 ordinary seamen and others desirous of qualifying for A.B. tickets have been trained and most of them are already sailing on American vessels.

The union's contribution to the American maritime effort before and after the actual entrance of the United States into the war has been substantial and its training program was conducted without fanfare or publicity. What is more, the union training program did not cost the government a cent.

The school will from now on be known as the Andrew Furuset School of Seamanship in honor of Andrew Furuset, veteran American merchant marine pioneer and founder of the American seamen's movement.

Seaman Nails Philly Paper's Phoney Logic

By JOHN FARQUHAR

(The following letter was sent to a Philadelphia newspaper by Brother Farquhar. It effectively answers the "seamen heroes deserve uniforms" propaganda.—EDITOR.)

Editorial Staff,
Philadelphia Record,
Philadelphia, Pa.

Gentlemen:

In reply to your recent editorial, Sept. 30, 1942, with its impressive title, "Gold Star Heroes of the War at Sea," I wish to point out some very erroneous reasoning which is prevalent in some quarters.

Why do some people think that the solution to the problem of the forgotten heroes at sea is to put them in uniform. For the past few years, our unions have been fighting this reactionary idea with all their strength. During the last couple of years every effort has been made to dragoon the Merchant Seamen into the Naval Reserves with its "finky" pay and "finky" working conditions. The suggestion that the seamen deserve a uniform all their own, smacks very much of the insidious propaganda that reactionary employers have been using in their efforts once again to bring the seamen back to slavery.

The seamen will fight this with all their strength. We do not need uniforms in order to deliver the goods. We are well satisfied with our present apparel—old dungarees and khakis.

As for the medals which the Maritime Commission is so generously trying to pin on our chests, let them help us, instead, to settle our beefs with the shipowners more to the satisfaction of the men involved. With the scarcity of metal, the medals could do a more lasting service as bullets to be used on those people who profit by war.

Even before Pearl Harbor, with the slogan of National Defense, John Shipowner has been hiding behind the American Flag to cover up his chiseling of the heroic men who go down to the sea in ships.

Since Pearl Harbor the steamship companies and their stooges have made every effort to bring back pre-1934 conditions at sea.

I have recently returned from a five months' trip to sea. On this ship, on which I was an ordinary seaman, a callous disregard was shown for the health, safety, and welfare of the crew.

When the departmental delegates, the elected representatives of

the heroes at sea, dared to beef about something on this ship, the Master and his stooge, the Chief Mate, would suddenly realize there was a war. Whereupon, the men involved were threatened with the Coast Guard and induction into the Army.

This systematic antagonizing of the crew and the representatives of the crew breaks the morale of the men aboard the ships. In their efforts to break the unions, the company's stooges are endeavoring to provoke the crews to some overt action which will necessitate government intervention.

Since Pearl Harbor the seamen have foolishly promised not to strike a ship. This has led to some unprecedented chiselling in the matters of food, overtime, and conditions in general.

Since its inception, the collection of overtime has always been a sore spot. The shipowners cannot get it into their heads that one should collect for services rendered outside of working hours. With the advent of the war, the companies' stooges have redoubled their chiseling in this matter. While they consider it unpatriotic for seamen to collect it in times like these, the companies feel that it is their patriotic duty to hog all the gravy possible.

What really interests the seamen is higher wages, more adequate bonuses and war risk insurances, preservation of the unions and the union hiring hall, with less chiseling on overtime, food, and conditions.

Instead of medals and uniforms, let those patriotic and public spirited citizens who are interesting themselves in the welfare of the seamen use their influence to help us retain the conditions which we have obtained through years of struggle. Let the seamen and citizens of the U. S. keep faith with those unsung and much maligned heroes who, during the strikes of '34, '35 and '37, spend long days on the picket lines; often hungry, and who, too, often, bled and died for the abolition of slavery at sea.

Very truly,
J. E. Farquhar

PERSONALS

HERBERT N. LLOYD
Get in touch with Sol Berenholtz as you case is coming up.

TIME ON HIS HANDS

You can not stop the clock, 'tis said,
For now you live but you'll soon be dead,
But we have seen that times does linger
At the twist and turn of the Second Mate's finger

You can not hurry time, some say,
For night is night and day is day,
But wouldn't these people have quite a shock
If they saw the Second advance the clock.

Now if God up in his atmosphere
Governs time as his own special sphere,
Then the Second Mate must rate a lower berth
For he governs time right here on earth.

AL PASTER No. 21206

Rules on Personal Effects:

IF YOUR SHIP IS SUNK AND YOU LOSE YOUR GEAR, YOU ARE ENTITLED UP TO AND INCLUDING \$250 COMPENSATION ONLY IF YOU HAVE MADE OUT A LIST AND VALUATION OF YOUR BELONGINGS AND FILED IT WITH THE SKIPPER BEFORE SAILING. FAILING THIS, YOU ARE ENTITLED UP TO AND INCLUDING \$150. IF YOU FAIL TO LIST AND FILE YOUR GEAR, THERE IS NOTHING THE UNION CAN DO TO AID YOU TO COLLECT MORE THAN THE \$150.

Rules on Death Benefits:

ALWAYS NAME A BENEFICIARY FOR YOUR \$5,000 GOVERNMENT INSURANCE IN CASE OF DEATH AT SEA. MANY CASES HAVE BEEN HUNG UP FOR MONTHS BECAUSE OF THE FAILURE OF A MAN TO NAME A BENEFICIARY. PROTECT YOUR FAMILY BY NAMING A BENEFICIARY!

Mine Workers Vote To Quit The C.I.O.

(Continued from Page 1)

800 delegates dissenting, the convention, after debate in which a small minority pleaded against disaffiliation, voted to take the miners out of the C.I.O. The action followed an hour's address by Mr. Lewis in which he charged the leaders of the C.I.O. with waging a campaign designed to destroy the United Mine Workers and of "defamation or vilification" against him personally.

The recommendation of the committee, headed by Frank Hefferly of Colorado, president of District 15, was that in view of "the policy of public opposition to the United Mine Workers of America and its officers" by the C.I.O., the mine workers "now officially withdraw from the C.I.O. and direct its subordinate units and members to withdraw from any official participation in the affairs, or affiliation with any unit of the C.I.O. until such time as the C.I.O. sees fit to correct its errors, desist from its policy of denunciation and antagonistic attitude toward the United Mine Workers of America and recognize its valid financial obligations."

The last reference was to the debt of \$1,685,000 which the United Mine Workers claim is owing to it from the C.I.O. on loans advanced during the five years when Mr. Lewis was president of that organization. The C.I.O. contends that the money was a "gift" in the campaign to help organize the mass production industries.

Mr. Lewis denounced the C.I.O. and its leaders as having betrayed the miners' organization, whose help and money, he said, had made the C.I.O. possible.

Editor's Mail

Editor, Seafarers' Log

Dear Brother:

Tell Whitey and the Gang that I deeply appreciate the expressions of sympathy upon the death of my mother.

Joe Lewicki

1943 NOMINATIONS CLOSED; BALLOTING DURING NOV. & DEC.

(Continued from Page 3)

ballot, he shall deliver it folded to the Judge, who, after ascertaining that the member is entitled to vote, shall tear off the numbered stub and deposit the ballot. The committee shall then stamp the member's certificate of membership in the proper column for the year and month of election. Such stamp shall bear the word "voted," the initials of the voting place, and the date of the voting. If the member is not entitled to vote, the Judge shall cancel and destroy his ballot. The Tellers shall count the ballots as they are deposited, and the clerks shall keep record of the count.

Section 6. Balloting shall continue until every qualified voter present has had an opportunity to vote. The Judge shall then count the numbered stubs to verify the count of the Clerks, and shall enclose them in a sealed envelope in the ballot-box. He shall then announce to the meeting, and the Secretary-Treasurer, or Agent, shall record in the minutes, (a) the number of ballots last distributed; (b) the number of ballots canceled or destroyed, and (c) the number of ballots deposited. The ballots shall then be placed in an envelope provided for the purpose and a slip of paper, also specifically provided, shall be signed by each member of the Committee on Election and pasted on the back of the envelope. The sealed envelope shall then be placed in the ballot-box. The ballot-box shall then be locked and sealed, and the key thereof shall be sealed up in an envelope, also specially provided for that purpose, on the back of which each member of the Committee on Election shall again sign his name. The envelope so signed and sealed shall be given in charge of the Secretary-Treasurer, or Agent, or some other member designated by the meeting. No candidate for office shall be a member of the Committee on Election.

ATLANTIC AND GULF SHIPPING FOR WEEK OF OCTOBER 5, 1942

	DECK	ENGINE	STEWARD	TOTAL
Shipped	158	125	85	368
Registered	128	107	47	282
On Hand	343	286	156	785