

WSA Creates Discipline Board

Back again on the old saw about "discipline breaking down aboard ship," the War Shipping Administration has set up a special board whose function will be "to restore and maintain the authority of ship masters."

This is the old anti-union propaganda line always used by the shipowners when they saw a chance to land a blow on organized labor.

The truth is that those skippers who have trouble maintaining discipline, are the ones who attempt to violate union working rules. It is the brass hat with the Napoleon complex that has discipline trouble. Any skipper that keeps his nose clean, does his own work, and demands that the crew does its work—within the frame of the union contract—has little or no trouble with American seamen.

The personnel of the new WSA Discipline Board is as follows: James L. Adams, assistant general counsel, H. W. Jackson, manager marine operation, and Erich Neilson, assistant director Maritime Labor Relations.

Looks like a bunch of Washington career men are going to carry the ball a while for the shipowners.

More Draft Board Bungling Told

Evidence is piling up that the local draft boards, especially those located inland, are acting in a criminally irresponsible manner when it comes to deferring merchant seamen. Many boards have completely disregarded directives from the national office of Selective Service in Washington, and are inducting men in the army. Other boards have brought criminal charges against seamen for the slightest infraction of the complicated bookkeeping rules laid down.

The following two examples, clipped from two newspapers, serves to illustrate our point.

(Item From Washington, D. C. Newspaper)

"Carroll J. Rollins, young Messick, Va., seaman has been listed by his draft board as the only delinquent, and Rollins' parents, Mr. and Mrs. Floyd J. Rollins, don't like it.

"For they said today, at the time the draft board was labeling Carroll a delinquent he was drifting on a raft in the mid-Atlantic with five shipmates from a vessel that had been torpedoed and sunk by an enemy submarine.

"Furthermore, they added, the

(Continued on Page 4)

Merchant Seamen See The Sights

New York is quite a hot spot for seamen these days, and it doesn't cost them a plug nickel. The town has finally awakened to the fact that it is the merchant seamen that keep things moving in this war, and is now treating them royally.

Many canteens and clubs have been opened to give the boys a good time, and most of them are on the up and up. The best spot, according to those who have made the rounds, is the American Theatre Wing Merchant Seamen's Club. This club, run by actors and actresses, has distributed 10,000 free tickets to theatres, movies, operas, radio shows and boxing matches in the two weeks since it was opened. Tickets are distributed every day from 12 to 9 P.M. And then, of course, there are some nice kittens around to dance with.

The newest canteen open for the seamen is at the Ritz—no less. Every Sunday night the Ritz Towers on Park Ave., at 57th Street holds open house. Dancing, floor show, hostesses from Park Avenue, etc., etc.

Quite a change from the old days when a man that wandered about 14th street was muscled into the back alleys.

NMU WIND ARTIST RIDES SHIRT TAIL ON GAINS BY SEAFARERS

In the Jan. 8 issue of *The Pilot*, Jack Lawrenson, NMU Vice-President, reported the results of his raiding tactics on the Great Lakes when he attempted to force seamen sailing the "steel" boats into his union. Lawrenson gave his campaign a lot of fan-fare but wound up by taking the case to the War Labor Board in an attempt to obtain government aid in getting conditions.

"The Union recognizes that this is the first marine case before the War Labor Board, and recognizes too, that the issues are different from any other case that the Board has heard to date," Lawrenson wrote in *The Pilot*.

This is a lot of bilge water! Lawrenson attempts to make it appear that he is blazing new trails—but in reality he is tagging along in the path of the Great Lakes District of the SIU, basing his entire case upon SIU precedents al-

1943 Officials Take Office At Once; Hawk Opens 4th Term

The annual election of officers for the Atlantic and Gulf District of the Seafarers International Union has been completed, the results concurred in by the Branches up and down the coast, and the new officers were sworn in last Monday, February 1.

This year the offices of Atlantic District Representative and Gulf District Representative were eliminated from the ballot, as were various port patrolmen. This was

done in order to streamline the organization for the utmost economy and efficiency during the war years.

Brother John Hawk was re-elected Secretary-Treasurer of the District without opposition. This is the fourth time that the membership has returned Hawk to this office. The majority of the incumbent port agents and patrolmen were also re-elected, thus assuring the union of experienced officers for the difficult year that lies ahead.

Assessment Passed

Highlight of the election was the passage of the resolution providing for an annual \$3 assessment to build the strike fund. The passage of this assessment testifies to the determination of SIU men to fully prepare for the inevitable struggle with the shipowners after the war ends. This assessment will build the strike fund to the point where a full scale economic struggle with the operators can be financed through to victory and the preservation of present conditions.

The Secretary-Treasurer is now having special receipts and stamps made for this assessment and they will be in the hands of the patrolmen within the week. All members should be certain to pay the strike assessment next time they pay dues.

Baltimore Mix-Up

The only dark spot in the entire election was the port of Baltimore where the election proceedings became pretty well fouled up. The General Tallying Committee found several discrepancies in the voting and disqualified the entire vote cast in the port. Secretary-Treasurer John Hawk, following the recommendation of the Tallying Committee, has brought formal charges against the men who voted more than once and against the Agent of the port who failed to catch the errors.

In a letter to Branch Agents, Hawk said, "Pursuant to the Committee's recommendation, the following brothers are to answer charges for violations of the Constitution's provisions on balloting. Clarence Wallace, No. 5318; Leo-

(Continued on Page 4)

A Slight Change of Plans

At the last convention held by the National Maritime Union, San Francisco was selected as the site of the 1943 convention. Today, however, the National Council is conducting a referendum vote in order to change the convention site to New York City.

Strange!

The NMU even bought themselves a fancy hall in San Francisco in preparation for the big convention. Why the sudden shift?

Our guess is that the 1943 clam bake was to be a "victory" celebration marking the NMU invasion of the West Coast. Since there has been no victory, it would be pointless to meet in the deserted S.F. hall. No sense in transporting Curran and his coterie to the West Coast just for a wake.

Secretary-Treasurer



JOHN HAWK

ready established, the only difference being that he did not quite have the guts to ask for the full benefits won by the SIU.

And this is not a matter of opinion, but a matter of record as published by the War Labor Board

Life Boats To Have Fishing Equipment

The U. S. Coast Guard has issued a regulation requiring every ship of over 3,000 gross tons to provide each life boat with a fishing kit. The regulations call for several types of hooks and line and bait, designed to enable the men to catch all sorts of fish in any water.

All material for fishing will be packed in a metal waterproof key opening can.

This new regulation should greatly reduce the loss of life due to exhaustion of ordinary emergency rations aboard the life boats.

itself. All one has to do is to glance over the following breakdown of WLB records to see just what sort of a B.S. artist Lawrenson really is.

The quotations concerning the SIU are from the WLB release on case No. 198 in the dispute between the Great Lakes District of the SIU and the Detroit and Cleveland Navigation Company. It was this case, filed on June 4, 1942, which really set the precedents for conditions on the Lakes, and which formed the bases for Lawrenson's appeal.

The quotations concerning the NMU are from WLB Mediation Panel Report on case No. 376 which was not introduced by the union until Nov. 28, 1942 — or until six months after the SIU had won its dispute.

(Continued on Page 4)

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

Affiliated with the American Federation of Labor

HARRY LUNDEBERG, International President
 110 Market Street, Room 402, San Francisco, Calif.

ADDRESS ALL CORRESPONDENCE CONCERNING THIS
 PUBLICATION TO:

"THE SEAFARERS' LOG"
 P. O. 25, Station P, New York, N. Y.
 Phone: BOWling Green 9-8346

In Memoriam

ALEXANDER, HARRY	Fireman
BANKS, O. C.	2nd Cook
CENTENO, FRANCIS	Wiper
CRAWFORD, THOMAS	A.B.
ELLSE, T. W.	Messman
GENNARO, LOUIS DE	Fireman
HOLMS, BARRY	Oiler
JONES, LEWIS	Deck Engineer
KEANE, EDWARD	Messman
MACKSEY, ANTHONY	Oiler
McCULL, JAMES	Bosun
MURRAY, THOMAS F.	Messman
PAS, HERMAN	Chief Cook
PEREZ, MARCELINO	Wiper
PETITTI, CHARLES	A.B.
SQUIRES, JOSEPH	A.B.
TILLEY, F. H.	Steward
VARELA, JESUS	Watertender
WILSON, CHARLES	OS
WYNN, LEWIS	3rd Cook

Out of the Focs'l

by
J. L.

The brothers who were squawking about torpedo pins, victory pins or what have you, may now secure a ribbon from the WSA for every time they survive a torpedoeing, by writing to that office.

△ △ △

Now that H. J. Collins has left for Philly, things are quiet around Headquarters. We can just see him now, telling the boys all about his escapades in the Big City. Snoozy Gorman, Frank Keaveney, John (Red) Carolan swapping tales in the Bean Pot. Keaveney is anxious to hear from his buddy, George Cowles. Mike Walsh telling us about his heart ailment, but we still think the girls should keep a sharp lookout now that he's back in New York. Max Longfellow is shipping out of New York these days. Brother McCudden an Australian member telling us how much he likes America and the Americans.

△ △ △

Now that the War Manpower Commission has come out with a definite statement as to its policy, we'll expect to see a great many of the beachcombers shipping out unless they want to get into the Army. Klous Frey has been inducted into the Army. Wally Dorfmaster and Leroy (Rah Hah) Parrish have entered the school at New London.

PERSONALS

CHARLES WINFORD
 Your local draft board and the FBI are trying to locate you for failure to notify the board of your whereabouts. Get in touch with your board in Savannah at once.
 ALFRED V. VILK
 Your papers and passport have been found. Call for them at the office of the Secretary-Treasurer.

Dutch Seafarers Mark New Gains

NEW YORK, N. Y. — ITF — Substantial improvements in the wages and working conditions of the Dutch merchant seamen have been incorporated into the new collective agreement signed in December, 1942, in London by representatives of the Netherlands Government in exile, shipowners, the Dutch Central Transport Workers' Union and the Officers' Organization, it was announced jointly by P. J. Vanderberge, secretary, and J. J. Vandeville, ships' representative of the New York branch of the Dutch Central Transport Workers' Union.

The union, an affiliate of the International Transport Workers' Federation, has been operating in the United States since the fall of 1940.

The new agreement which went into effect on January 1, 1943, covers more than 17,000 seafarers aboard Dutch ships engaged in the Allied cause. The basic wage of the lower ratings has been increased by 15 guilders (about \$8.10) per month, thus bringing the basic pay of an A.B. up to 118.50 guilders or about \$63. In addition all officers and men receive an equal monthly war bonus of \$40, regardless of their rank, long voyage allowances amounting to 10% of the basic pay, and a shore bonus of \$1.00 per day paid to the lower ratings in all ports outside the United Kingdom.

In consideration of the long drawn out negotiations in London, all officers and men above 18 years are entitled to an extra payment of \$40, and \$20 for all men below 18 years of age.

Working hours which ran in certain departments as high as 72 hours per week, have been reduced to an average of 56 hours. Compensation for loss of effects has also been raised by 10%, and compensation payments for ordinary and war accidents have been equalized. The 10% deduction formerly taken out of the men's pay and kept in a special savings account to be paid out after the war, has been eliminated at the insistence of the union.

Editor's Mail

Editor, Seafarers Log
 Dear Sir and Brother:

I am writing this letter asking all of the membership to take up donations for the fellows who are in the hospitals. A lot of these fellows have been in various hospitals over a year, which means that they cannot collect hospital benefits from the union. There are several of them that haven't any money or any means of getting any. Personally, I was in the hospital for a year and a half. In that time I received one year's benefits. For the other half of the year I didn't receive anything which is according to constitution.

Remember, a lot of these fellows have been shipmates of yours, so why not shell out a few nickles for them. You won't miss it and they will need it and appreciate it a lot. Remember that you, too, may be sick and broke some time.

ARTHUR L. GRESHAM

REPORT FROM

Washington

By Matthew Dushane

Selective Service:

John Mahonney, A.B. has been going to sea for 12 years, was ordered inducted into the Army by Local Board No. 10 Seattle, and the case was referred to Selective Service here. Was advised that Naval Intelligence and operations of the War Shipping Administration have recommended to the Local Draft Board not to defer this man. Advised the Agent to appeal the case and submit a report to Headquarters.

The Recruiting and Manning division of the War Shipping Administration have presented a proposal to the National Headquarters of Selective Service where by they will handle the deferment of Merchant Seamen. That is they intend to handle all the cases for all Merchant Seamen, and they will fill out form 42-A and make formal requests for deferments to Selective Service. They will also inform Selective Service as to the activity of Merchant Seamen. Selective Service has agreed to the proposal that was submitted by the WSA.

I have taken this up with Capt. Schmidt of Selective Service, and asked him if this was compulsory, and were the union compelled to cooperate. He informed me that this is not compulsory and that if the unions did not cooperate, it was doomed.

Here we have a case of where one division of the WSA are requesting Selective Service that they be allowed to handle all the deferments for Merchant Seamen, appeals, check-up on seamen, etc.—and in another case where another division of the WSA recommends to a Local Draft Board not to defer a seaman. The Unions should take this question up and express their opinion on whether they want the W.S.A. to be in a position to black ball any seaman that they do not like or will not cater to the whims of some individual in the WSA. All branches and Headquarters should send telegrams into the National Headquarters of the Selective Service System and oppose the RMO of the WSA having anything to do with request for deferment or handling of appeals for deferment for Merchant Seamen. All telegrams or letters should be addressed to General Hershey, Director. Paul V. McNutt, Director of the War Manpower Commission should also be advised of whatever action the Union takes.

War Relocation Authority:

Received several requests from some of our members who are interned in the centers of the WRA. Contacted Mr. T. Holland and requested to know what is the hold up on these men. I was informed that Naval Intelligence is opposed to these men being released. These men have nearly all been cleared by the F.B.I. and other government agencies. Mr. Holland has informed me that all of the men that are interned and that have been cleared can and will be released to go up on the lakes until we can get clearances that they can sail off shore.

Mardy Polaner, Sec.-Treas. S.I.U. Great Lakes District is now in town and in a conference that was held with Mr. Holland, he has agreed to make arrangements that these men will be given employment on vessels on the Lakes. Mr. Holland has assured us that the WRA will allow these men to leave the camps if we can supply them with a job, and will give us all the assistance that he can, and in the meantime he is trying to get the Naval Intelligence to change their opposition regarding allowing the men to sail out of the Atlantic Coast ports.

Maritime War Emergency Board:

The MWEB has ruled that if a ship goes into the straits of Gibraltar, and then goes into a port in the Mediterranean and then goes back through the Straits of Gibraltar, men are entitled to three (3) bonuses. Hudson Bay; Board has ruled that when ships are in Hudson Bay ports, rule regarding no bonus payable while in the western hemisphere shall apply, ports, open sea roadsteads, and anchorages, shall be governed by the Hydrographic office sailing directions, and the United States Coast pilot, check with decision No. 7 and 7 Revised. Bonus is payable while in Hudson Bay but not in some rivers and ports.

Board has ruled that Carlos Trunninger is entitled to wages and bonus while being detained by the British Authorities in England.

Mailing list of the MWEB is being very poorly handled, several complaints have come into my office regarding material not being sent out, yours truly was also being left out. This has been brought to the attention of Mr. E. Nielsen, Sec. MWEB., who has promised to correct same.

War Labor Board:

The WLB is now divided into twelve (12) regional tribunals and all cases will not be handed by their regional offices. Panels are being

(Continued on Page 3)

WHAT'S DOING

Around the Ports

MOBILE

Well, Brothers, I just had the pleasure of looking at the propaganda sheet, for the front organization known as the National Maritime Union. Dated Dec. 18, 1942, on page 9 under the heading of Mobile, it states that three N.M.U. vessels which was scheduled to pay off in Mobile agreed to pay off in New Orleans to avoid any delay in the loading of the ships. Then it refers to what a great tradition these three crews represent inasmuch as one S.I.U. crew was requested to do the same thing but paid off in Mobile. Then it states that this is no reflection on S.I.U. members but rather on the war time policy of that Union.

Now let us get this thing straight so there will be no misunderstanding in anybody's mind. There was a convoy of ships arrive here, with three ships represented by the N.M.U. and one by the S.I.U. At that time, the Manning and Recruiting Organization had just opened an office here in this port and they did not have any men (neither did the N.M.U. for that matter) to replace the crews if they had paid off. So the only thing that they could do was to request the crews to take the ship to New Orleans and pay off where they could get replacements. Then the Port Captain for the Company contacted this hall and explained what the score was. It was very explicitly explained to the company that the Seafarers International Union had a contract with the company and it was the union's responsibility to supply the crew for this ship and not the Recruiting and Manning Office. The company was informed that we would crew the ship up, and if we did not have enough men here to fill up the crew we would get them from New Orleans.

And that my dear friends, is just what the Recruiting and Manning Organization did not want us to do. They had requested us to call their office for men. After that was all straightened out, the crew was paid off and went home, and we shipped another crew to the ship and the ship sailed without any delay with a satisfied crew.

I want to remind the N.M.U. that all other S.I.U. ships have sailed out off this port on time without delay by the crew. The policy of this Union is to crew them up and to keep right on doing it for us. And I just want to challenge whoever was responsible for the article to claim the same record for the N.M.U., even if Joe Curran did coin the phrase "Keep 'Em Sailing." I definitely know that the N.M.U. has had ships tied up in this Port as long as two weeks waiting for crew.

Under the heading of "Passing the Buck" by Joe Curran, this great Emancipator of the Seamen goes back to 1936 and gives the Maritime Commission a raking over the coals because from its inception it has always tried to break up the spirit of the N.M.U. Now

this is really a joke. If you told this to a government mule he would kick your brains out. I just wonder if Joe Curran forgets 1939 when the SUP and the SIU had picket lines on all maritime offices up and down the Coast and the N.M.U. was sending their men in and out of these places.

I stated previously that the policy of the N.M.U. is to get all the publicity and to hell with the conditions for the members. I will cite you a few cases: Last September the Hamlin F. McCormick of The McCormick Line out of San Francisco paid off here. The Deck Department was under contract to the S.U.P. which was represented by the S.I.U. in this port. The Stewards and Engine Departments was under contracts to M. S. & C. and the M. F. O. W. & W. of the Pacific which was represented by the N.M.U. in this port. The ship had laid in Georgetown, B.G. for a period of time and the company deducted the time the ship had laid in Georgetown from the voyage bonus, stating they could not pay bonus for that time the ship laid there. After a lot of jaw Boning the crew paid off. The N.M.U. did not take any part in the argument at any time, and was quite willing to forget all about the matter. The S.I.U. took the case to the M.W.E.B. and got a ruling in the crew's favor and kept at the company until they finally paid off. That's only one case in several—I could go on for several pages with this sort of thing.

Now you can readily understand why the ship operators and the W.S.A. is in favor of catering to this outfit that you hear so much about on the radio and you see so much about in the *Pilot*. Brothers just draw your own conclusions about your unions.

OLDEN BANKS, Agent

SAVANNAH

Shipping in the Savannah district is still fairly good. The fact is that I'm still short of AB, Cooks and Oilers.

Brother Biggs and myself attended the Southern Conference and there introduced a telegram from President Harry Lundeberg pertaining to the unfairness of collecting the Victory Tax from seamen on the 1942 earnings.

Also introduced similar message in the Central Body in Savannah, Georgia. Also had the Mayor of this City write Senator George, head of the tax committee regarding the unfairness of collecting this Victory tax from seamen when there is no other group in the States who have to pay on their 1942 earnings. Due to all this pressure some results have been achieved.

Am expecting another ship out around the 26th of February for the South Atlantic Steamship Line. This same Company expects a new ship on the Pacific coast, no date as yet.

CHARLES WAID, Agent

TAMPA

Brothers believe it or not, I saw a miracle the other day and I am still wondering if I am subject to optical illusions. This past week none other than one of the ex-pie-cards (Sonny Simmons) came into the hall and wanted me to go some place with him in a hurry. I thought that he had some kind of a beef on his hands so I grabbed my ole shooting iron and we took off. But lo and behold he had two gals in the car, then things began to take on a different version, especially when he headed for the Court House.

Now brothers this is hard to believe. (The old Gator that has caused a many broken heart and was the first to use the well known Gator slide on the banks of the Hillsborough River, took unto himself a wife.)

Boys, that is the truth, so help me, and if I had not been the best man at that undertaking I still would not believe it. Well, here's wishing them the best that life can offer them.

D. L. PARKER, Agent

NEW ORLEANS

On Friday, December 18, 1942, the *New Orleans Item* had a special section of their paper dedicated to the merchant seamen. They were whole heartedly supporting the seamen in the great work they are doing. All the major steamship companies, and quite a few other companies, had ads in this paper and quite a few statements referring to Seamen and the great job they are doing.

Among the statements were:

"Men of the merchant marine your country salutes you."

"No longer are they 'Unsung Heroes'. Today the men of the Merchant Marine are recognized as heroes of the Sea."

"Victory depends on our merchant marine."

The planes, and tanks, and shells, and jeeps. It's the merchant marine who gets 'em there."

All the above statements were endorsed by various companies or organizations. All the above statements were copied from the *Item* word for word. That is the way the steamship companies felt about the Merchant Seamen on December the 18, 1942, but how do they feel today?

Why don't they help the seamen in the fight against the unjust taxation on their 1942 income in the form of the new "Victory Tax?" The men that victory depends on are being unjustly taxed, yet no steamship company or any one on the outside of the Union is doing much to help remedy the situation.

There are quite a few incidents on record proving how unjust the merchant seamen are being taxed. On December the 16th a ship paid off and one of the crew members did not receive his pay. This man

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

BRANCH	ADDRESS	PHONE
NEW YORK	2 Stone St.	Bowling Green 9-3456
	Dispatcher's Office	Bowling Green 9-3437
	Agent	Liberty 4057
BOSTON	330 Atlantic Ave.	Calvert 4539
BALTIMORE	14 North Gay St.	Lombard 7651
PHILADELPHIA	6 North 6th St.	Norfolk 4-1083
NORFOLK	25 Commercial Pl.	Canal 3336
NEW ORLEANS	309 Chartres St.	Savannah 3-1728
SAVANNAH	218 East Bay St.	Dial 2-1392
TAMPA	423 East Platt St.	Puerto de Tierra
MOBILE	55 So. Conception St.	Galveston 2-8043
PUERTO RICO	45 Ponce de Leon	
GALVESTON	219 20th Street	
FT. LAUDERDALE	2021 S. Federal Highway	

Washington Report

(Continued from Page 2)

set up in their regional offices and cases do not now have to be tried in Washington.

The function of the panel will be not to mediate but to get at the facts and make recommendations to the regional board for final action.

Under the arrangements worked out by the U. S. Conciliation service of the Department of Labor and the War Labor Board, there will be a three step procedure in disputes.

1. Mediation efforts by the conciliation service.
2. A hearing before a regional panel with recommendations to the regional board.
3. A decision by the Regional Board.

Any party will have the right within ten days after the issuance of a directive order by a Regional Board to petition to the National War Labor Board in Washington, D.C., for a review of the case.

Been advised that Senator Bone and Representative Lane have introduced a bill to make Merchant Seaman available for life insurance that will be identical to the insurance as the men in the armed forces have. It looks as though some parties are trying to force the seamen to pay for their insurance. Will check on this and inform Headquarters.

Maritime Commission Medals:

The Maritime Commission is now issuing a ribbon bar for all seamen who have been torpedoed. These bars will contain a silver star and every time a seaman has been torpedoed he will rate another star. There is a bill now in Congress to make this ribbon an official service bar.

Any men who have been torpedoed and care to have one of these bars should send requests to Frank Rusk, Executive Secretary, War Shipping Administration, Washington, D.C. Be sure and name the ship on which you were torpedoed.

ATLANTIC AND GULF SHIPPING FOR JANUARY 11 TO 25 INCLUSIVE

	DECK ENGINE STEWARD TOTAL			
SHIPPED	391	297	293	981
REGISTERED	299	280	199	778
ON HAND	498	596	291	1385

received his pay Jan. 4, 1943 and was taxed \$33.83 on money earned in 1942.

On January 1, 1943 a ship paid off and the crew members were taxed for all money earned in 1942, one man was taxed \$22.29.

On January 1, 1943 a ship paid off after being gone since Sept. 2, 1942 and the crew was taxed around \$23.00 per man.

On January 2, 1943 a ship paid off and the crew was taxed around \$11.00 per man.

On January 12, 1943 a ship paid off that had been out since July 12, 1942 and the men were taxed around \$59.00 per man.

There is case after case where

the men are taxed on 1942 income. What a swell reception for the men of the merchant marine, the men that Victory depends on. Why do the Seamen have to pay this tax? Why don't these companies that depend so much on the seamen do something for them? The seamen have tried to do all they could and everyone is of the opinion that the tax is unjust and yet the seamen are still being taxed.

I close, hoping that the seamen will be refunded all they have put out, and it will not be long until they eliminate the taxes on the 1942 income.

C. J. STEPHENS, Agent

AFL Southern Conference Adopts Program Of 1943

The Southern War Labor Conference, attended by more than 3000 American Federation of Labor union officials from 12 southern states, including M. D. Biggs and Charles Waid of the S.I.U., adopted at its closing session Jan. 17, a declaration of policy which included:

1. Re-emphasis and continued support of the AFL "non-strike" policy.
2. A proposal that the government give labor "full representation on all government boards and in all government agencies."
3. Opposition to State or Federal "adverse labor legislation."
4. A request that the AFL con-

tinue its fight for repeal of the poll tax as a condition for voting.

5. A declaration that the conference is in hearty accord with the AFL principle that the labor movement should serve workers without regard to race, creed or color.

6. A proposal that the Federal wage stabilization board establish a minimum wage rate essential to fair living conditions, and declare all wages under that level to be sub-standard.

7. A request that the AFL increase its organizers in the southern states.

8. A proposal that requests for elimination of child labor standards be fully investigated before standards are lowered.

9. A suggestion that post-war planning include a program to build hard-surfaced roads on every mile of roadway travelled by the rural mail carriers, and enlarged appropriations by Congress for the support of the International Labor Organization.

AFL President William Green and nearly a score of government and state officials took part in the conference, along with the 12 State Federation leaders who sponsored the meeting. WPB Labor Production Division and the labor sections of OCD, OWI and other agencies cooperated.

ROBIN WENTLEY CREW

The crew that made the last trip aboard the Robin Wentley should get in touch with Sol Berenholtz, 312 Equitable Building, Baltimore, Md.

MORE DRAFT BOARD BUNGLING IS TOLD

(Continued from Page 1)

Last word they had of Carroll was a letter from the Seafarers' International Union informing them that their son was aboard a ship plying the waters to Russia."

(Item from N. Y. Daily News)

ST. LOUIS—Merchant mariner Vernon A. Krafft, whose ships twice have been torpedoed during a dozen voyages, received a four-year prison sentence today for failing to notify his draft board of a change of address.

The 25-year-old seaman, who has sailed from Reykjavik, Iceland, to Cape Town, South Africa, with supplies for the Allies, pleaded guilty, but explained that his long sea duty made it impossible to communicate with his board. When he finally succeeded in doing so, it was six months too late and he already had been declared delinquent.

Krafft failed to inform his board when he and his family moved from St. Louis to Texas, where he joined the merchant marine.

Federal Judge C. B. Davis interrupted Krafft's attempts to tell his experiences and said he would suspend sentence if the seaman would join the Army immediately.

Krafft extended his arms showing that his right one was three inches shorter than the left. This would make him ineligible for Army service, he said, and asked that he be allowed to rejoin the merchant marine.

Later, Krafft showed newsmen his papers testifying that he had shipped out 12 times and that his last voyage was completed in January. He also displayed credentials showing he had signed up for another voyage when picked up by federal agents in Philadelphia. Being detained, he said, prevented him from catching his ship.

MONEY DUE

The following crew members of the S. S. Wm. Moultrie have overtime coming from the Robin Line: W. Fowler, R. Smith, C. Bloome, A. Rion and J. Shernorick. Collect at 39 Cortland Street, New York City.

The crews who made the last trip on the Flomar, Pierce Butler, and Benjamin Chew, have disputed bonus money due.

Collect at Calmar Line office, 25 Broadway, New York City.

1943 Officials Take Office At Once; Hawk Opens 4th Term

RESOLUTION ON BALLOTING

January 18, 1943.

WHEREAS: It is the desire of the Tallying Committee of the Port of New York to introduce to the membership at this meeting a By-law to the Constitution so as to insure honest votes in all elections, therefore, be it

RESOLVED: (a) Every branch of the Seafarers International Union of North America have a metal or suitable ballot box, fitted with a lock to be used at the time of elections, and be it further

RESOLVED: (b) That the Union supply large slotted manila envelopes to have the daily vote cast placed in and sealed by the days' Balloting Committee. This envelope to be put in the ballot box by the committee at the end of each day with the date stamped on it and the number of ballots cast, and be it finally

RESOLVED: (c) That the Balloting Committee of each Branch check the register list each day and forward to the Headquarters' Office a duplicate of that day's registrars. These duplicates to be kept in the safe and checked by the final tallying committee.

Fraternally yours,

J. H. EDWARDS, 4368

REGINALD A. GOODEN, 22160

JAMES JOSEPH DE VITO, G-185

R. HAYES, 348

ANDREW H. LAVALZOLI, 7166

C. H. COUNCILMAN, 6453

Seafarers' Log-

HONOR ROLL

CREW OF S. S. RICHARD H. ALVEY	88.00
CREW OF S. S. WILLIAM MOULTRIE	\$22.50
CREW OF S. S. THOMAS NELSON	12.00
S. HEINFING	10.00
JACK SHIELDS	5.00
STEVE CARDOLA	2.50
R. NORGREN	2.00
DANNY DIX	2.00
E. J. TRITT	2.00
CHARLES SHEPHERD	2.00
ED GORING	2.00
A. F. LERNER	2.00
H. HAINZINGER	2.00
J. C. MILLER	1.00
PERCY PODOLSKY	1.00
TOTAL	\$156.00

NMU Wind Artist Rides Shirt Tail Seafarers

(Continued from Page 1)

SIU vs. D. & C. Navigation Company

DATE CERTIFIED TO BOARD:

June 4, 1942 by Secretary of Labor.

SIU was on strike. Boats tied up.

WAGES:

Increase monthly rate for A.B. from \$155 to \$178, plus subsistence.

For fit-out, lay-up and repair work the hourly rate is increased from 84 cents to 95 cents.

OVERTIME:

Increase from 84 cents to 95 cents per hour.

NMU vs. Interstate, Inland, Bethlehem and International Harvester Lines

DATE CERTIFIED TO BOARD:

August 18, 1942.

Strike called by union but failed to tie up any vessels.

"If the National War Labor Board should retreat in the face of this obvious display of pressure by the Great Lakes steel companies," wrote Lawrenson in *The Pilot*, before his case had been settled, "then the Union can only say that the seamen would lose confidence in the War Labor Board."

The seamen would lose confidence in the Board to do what? To automatically grant the NMU all gains won by the SIU? And if the NMU leadership does "lose confidence" in the WLB—what then? They certainly don't expect

anyone to believe they would lead the men in direct struggle with the shipowners for better conditions. That's not the way the NMU leadership works. They prefer to meet the operators through the back door of some government board—depending upon Washington stooges to make some slick deal that will advance their interests.

Not the SIU. We have no confidence that the War Labor Board, or any other Washington Board, will hand us anything on a silver platter. The gains made on the

WAGES ASKED BY UNION:

\$178. The Union relies on the decision in the Detroit and Cleveland Navigation Company case (SIU) No. 198, for support of its argument.

OVERTIME:

The Union requested 90 cents per hour, pointing out that the Detroit & Cleveland Navigation Company (SIU) was paying 95 cents. The Union offered to accept a lower rate in their desire to obtain a settlement.

CONCLUSION OF WLB PANEL

Solely on the basis of the wage criteria established in Case No. 198, Detroit and Cleveland Navigation Company vs. Seafarers International Union, AFL, the Panel recommended and the Board ordered, the rate for Able Seamen be raised to \$178 per month.

The Board ordered the overtime rate to be 95 cents, the same as the SIU rate, instead of the 90 cents asked by the NMU.

Great Lakes and on the Atlantic and Gulf Coasts were won by direct struggle against, and negotiation with the shipowner. We appear before the War Labor Board only when forced to.

There is, in our opinion, two types of unionism. One might be called "Washington unionism" and the other "waterfront unionism." We stand by the latter. If any one is in doubt as to which method is the most effective, we suggest that they compare SIU contracts with those of the NMU.

(Continued from Page 1)

nard Lynch, No. 2526; Fred Williams, No. 4291; Jose L. Garcia, No. 5609; Leonard Layton, No. 417; James McFarlin, No. 23634; E. E. Steward, No. 23622; J. Vechio, No. 1616; and James J. Dobbins, No. 7499. Post a notice on the bulletin board at your branch to the effect that before being allowed to ship out, these men must appear before a trial committee."

The Tallying Committee, before concluding its work, drew up a resolution calling for certain changes in the Constitution aimed at safeguarding the balloting system in all future elections. This resolution passed up and down the coast and now becomes part of the Constitution. The resolution is printed in full at the end of this story.

Following are the officials elected to serve the union for the year of 1943:

SECRETARY-TREASURER

John Hawk

BOSTON AGENT

John Mogan

PROVIDENCE AGENT

Joseph E. Lapham

NEW YORK AGENT

Frank Williams

N. Y. ENGINE PATROLMAN

Ray W. Sweeney

NEW YORK DECK PATROLMAN

L. J. (Baldy) Bollinger

N. Y. STEWARD PATROLMAN

Claude Fisher

PHILADELPHIA AGENT

Harry J. Collins

BALTIMORE AGENT

Joseph F. Flanagan

BALTIMORE JOINT PATROLIN

John Vechio

NORFOLK AGENT

Martin Trainor

SAVANNAH AGENT

Charles Waid

TAMPA AGENT

D. L. (Jack) Parker

MOBILE AGENT

Olden Banks

MOBILE JOINT PATROLMEN

Robert A. Matthews

Charles E. Turner

NEW ORLEANS AGENT

A. W. Armstrong

NEW ORLEANS J'T PATROLIN

C. J. (Buck) Stephens

Tedd E. Terrington

GALVESTON AGENT

E. R. Wallace

SAN JUAN AGENT

Daniel Butts

Victory Tax on '42 Income Is Upheld

The Washington Representative of the SIU-SUP has been in conference with officials of the Internal Revenue Department in Washington, D.C., and reports that the "Victory Tax" deduction on seamen's wages still stands. Revenue officials say that the way the law is written leaves them no alternative but to deduct the tax from 1942 wages if the payoff came in 1943.

It is the opinion of the SIU that Congress did not intend that seamen's 1942 wages should be taxed, and the union will continue the fight to have these wages exempted.

In the mean time, there is nothing for the men to do but to allow the tax to be deducted from their pay. However, every man should keep his tax receipts in case the union succeeds in having the tax thrown out. It would be difficult to obtain any refunds in the future if you have no receipts.