



S.I.U. FIGHTS TO PROTECT JONES ACT

Unions Ask For Maritime Freeze

A program calling for the freezing of manpower in the maritime industry, and the protection of personnel from army and industry raids, has been submitted to the War Shipping Administration by all the maritime unions.

Actively participating in the drafting of the program, Matthew Dushane, Washington representative of the SIU-SUP, suggested that Paul V. McNutt, head of the War Manpower Commission, issue the following directive:

"It is recognized that the job of the merchant seamen in manning merchant vessels to deliver troops, guns, planes, tanks and other implements of war to the fighting fronts all over the world is essential to our national security and successful conduct of the war. The combatant nature of the merchant seamen's work is testified to by the fact that the percentage of losses of merchant seamen to date exceeds that of our regular armed forces.

"In addition to the loss of merchant seamen by enemy action, they are being lost to the industry through induction and enlistment in the other armed services. Many have left the industry and others are leaving daily to take work in other industries where wages and other conditions are more satisfactory than in the merchant marine.

"Three thousand new ships will be added to our merchant marine by the end of 1944 to meet the needs of transport to the battlefields of the world. One hundred twenty-five thousand seamen are being trained to supply the manpower for our merchant marine. All of these facts dictate that the steady attrition of merchant seamen from the industry be halted at all possible points and without delay.

"Therefore, by virtue of the authority vested in me as Chairman of the War Manpower Commission through Executive Order No. 9139, issued April 18, 1942 by the President, to assure the most effective utilization of merchant seamen, it is hereby ordered:

"On and after the day hereof, no person who is

"1. Enrolled and prepared to accept employment as a seaman in the merchant marine;

"2. Holding a certificate of efficiency as a seaman or a license as a merchant officer, as issued by the appropriate Federal agency;

"3. Being trained as a merchant seaman by any school recognized by the appropriate Federal agencies;

"4. Employed as a merchant seaman on or after January 1, 1941; or

"5. A bona fide representative of merchant seamen as defined by the National Labor Relations Act; shall

"A. Become employed in any other industry;

"B. Be inducted or accepted in any branch of the armed forces;

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Union Men Urged To Learn Gunnery As Step Toward Removing Navy Men

By Matthew Dushane

It is the opinion of all the representatives of Maritime Unions, and the War Shipping Administration, that the merchant seamen should be trained to handle the guns that are on the ships, and that the naval gun crews be taken off of the merchant ships, and the guns be manned by the mer-

chant seamen; the Navy to keep a few men on board to supervise the upkeep and repairing of the guns. It was felt that by recommending this to the Navy, additional men should be carried as part of the regular crews, namely three more seamen, three wipers, and three more men in the stewards department. If these recommendations are given consideration by the Navy, it will further help to train men for the merchant service and will help to have some of the additional men needed for the merchant marine for next year. The War Shipping Administration feel that they will need 25,000 additional licensed officers for next year, and 100,000 unlicensed additional men for next year.

As the additional licensed 25,000 officers shall come from the men who are at the present time sailing

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AGWI Lines Report Quarterly Plunder

Gross operating profits for the Atlantic Gulf & West Indies Steamship lines for the quarter ending September 30 totaled \$718,128, the line announced in a consolidated profit and loss statement released over last week end.

Gross profits for the first nine months of 1942 totaled \$1,763,969.

We don't know how much, but a good chunk of this money came directly from the War Shipping Administration in the form of a subsidy to the Cuban branch of the line.

Will somebody please explain how a company making a million bucks every three months can wrangle a Government subsidy?

Gun Crews Merit Consideration

Dear Brother Editor:

Can you spare a little space in the *Log* on an important subject? I would like to discuss how the merchant seamen should conduct themselves in their relation with the naval (and occasionally army) personnel aboard merchant ships.

The navy gun crews generally are recruited from youths, office workers, farm hands, etc., that is, from sections of the population that has not understood or sympathized with unionism. With this assortment of misguided individuals aboard ship, the Brass Hats and shipowners take every opportunity to encourage them to be unfriendly and be suspicious of us. Breaking down these barriers is a task we must accomplish. After all, the gun crews endure the same dangers and hardships as ourselves, and we should all help each other.

Here are my suggestions:

First, our conduct aboard ship should be as a group of men acting, not as cocky individuals, but in a disciplined and united fashion, serious in protecting the interests of the union. This will create an astoundingly favorable impression on those outside of our union.

Second, never go out of your way to boastfully contrast your wages with the pay of the naval personnel. To do this creates an impression that we are unsympathetic to their problems. This will not breed harmony, but on the contrary, will cause irritation and hostility.

Third, if we are provoked into an argument due to ignorance and misunderstanding of the gun crew, we must accept the challenge in a friendly manner and point out the necessity of maritime unions in order to

prevent the return of slavery to the sea.

Fourth, when we succeeded in obtaining conveniences and increased provisions aboard, we should not selfishly restrict them to ourselves, but pass them among all members—union and non-union alike. The best way to antagonize the armed forces is to assume an attitude of indifference to their well being.

And last, any idea of isolating ourselves and refusing to associate with the rest of the crew aboard the ship is pure suicide. It is obvious to all of us that our union is on the defensive against union busting drives from the profit hungry shipowners and Brass Hats. It becomes doubly necessary for us to go out of our way to make friends. The time may come when the very existence of our Union will depend upon the friends we make today.

Fraternally, S. S.

Powerful shipowner lobbyists and anti-labor Congressmen have joined hands in a new offensive against maritime labor. This time they hope to sabotage the seamen's rights to sue the shipowners for injury suffered in line of regular work and to receive maintenance and care during illness.

These rights are guaranteed in the Jones Act, now being attacked in Congress.

Last summer a bill was introduced in the House of Representatives which provided for the placing of men employed on Government (W.S.A.) ships under the provisions of the Jones Act and remove them from the fixed compensation rules which apply to other government employees.

The Unions did not oppose this Bill in its original form. However, after all public hearings had been completed, the Bill was secretly revised so as to deny the seamen their rights under the Jones Act. This revised version of the Bill was hurriedly slipped through the House and sent to the Senate.

The SIU-SUP is vigorously opposing this tricky maneuver on the part of the shipowner stooges and is demanding a defeat of this bill in the Senate Committee now hearing it.

Brother John Hawk, Secretary-Treasurer of the Atlantic and Gulf District is leading the fight from the Atlantic coast, while Brother Harry Lundeborg, President of the International, is leading the fight from the West coast.

The following communication was sent this week by Hawk to the chairman of the Senate Committee:

Hon. George L. Radcliffe
Chairman, Sub Committee
On Merchant Marine
United States Senate
Washington, D. C.

Nov. 25, 1942

Dear Sir:

The Atlantic and Gulf District of the Seafarers International Union, representing the majority of the active seamen now sailing out of the Atlantic and Gulf ports, are definitely opposed to Senate Report No. 1665 of H.R. Bill No. 7424.

The original draft of the bill, dated July 21, 1942, was designed to extend to seamen employed by the War Shipping Administration the "rights, benefits, exemptions, privileges and liabilities of seamen employed on privately owned and operated American vessels."

Significantly, the draft of the original bill provided: "Such seamen shall not be entitled to any benefits nor be subject to any charges provided for Federal employees under the United States Employees Compensation Act, as amended, or the Civil Service Retirement Act, as amended."

The above quoted passages of Bill H.R. 7424 bear out the fact that the intent of the original Bill was to deny seamen employed by the War Shipping Administration the right to benefits under the United States Employees Compensation Act, and to make it very clear that the seamen would be entitled *only* to the same rights as seamen employed by private operators. The passage of the original draft of the Bill meant that no legal question could be raised as to whether the seamen employed by the War Shipping Administration are entitled to double benefits.

In view of these facts the Seafarers International Union did not oppose the original bill when it was heard before the House Committee on Merchant Marine and Fisheries Sept. 2, 1942. However, the present form of Bill H.R. 7424 as it passed the House and is now waiting action by the Senate, is not the original Bill that passed the House Committee on Sept. 2. The following amendment was attached without any consideration or notification to seamen's unions

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Fraternal Greetings

The crew of the Pan Crescent wishes to send thanks and greetings to the crew of the John Page. All the kindnesses and donations of cigarettes and papers were deeply appreciated.

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

Affiliated with the American Federation of Labor

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**PORTUGUESE DOCKERS
IN GOVERNMENT CLASH**

NEW YORK, N. Y. — I.T.F. — Notwithstanding the absence of a free Portuguese trade union movement and strict state supervision of all labor activities, a strike of dockers and longshoremen in the port of Lisbon occurred late in October, the American Office of the I.T.F. is informed.

The strike which aimed at wage increases for the Portuguese harbor workers, was countered by the arbitrary arrest of 1500 strikers at government orders. Immediately following the arrests the leadership of the street car employees and other transport workers of Lisbon informed the government that the street car men and other public transport workers would go on strike at 4 o'clock of the same day if the arrested strikers were not released. The solidarity action of the workers was successful. All arrested men were released at 3:30 o'clock, just half an hour before expiration of the labor ultimatum.

**Thanksgiving Means
All The Trimmings
At Furuseth Club**

The Andrew Furuseth Club, located in New York at 30 East 37th Street, has been drawing an increasing number of seamen every week. But the lure of turkey and dressing was such that the Club was overwhelmed this last Thursday when all comers were given a full course dinner — everything from soup to nuts.

The crowd was such that dinner had to be served in relays and it was well toward 9 o'clock before the last man staggered away from the table.

The evening was devoted to entertainment headed by the Delta Rhythm Boys, and to dancing. The Club's management has announced that a big Christmas party will be held, the details to come later.

In the meantime, floor shows, dancing and hostesses every Wednesday and Saturday night. Beer all the time.

**Longshoremen Get
New Wage Boost**

Dock workers of the International Longshoremen's Association will receive an increase in hourly and overtime pay under a negotiated agreement just approved by the War Labor Board, it was announced here this week.

Joseph P. Ryan, president of the I. L. A., said he had been notified by the War Shipping Administration that the WLB, which has had the case for weeks, had given its approval. The new scale brings the basic pay of longshoremen to \$1.25 an hour, an increase of 5 cents. Overtime pay is increased 1½ cents, to \$1.87½ an hour.

In addition checkers of the union receive a 35-cent daily increase, bringing their pay to \$9.60 a day.

Forty thousand men on the Atlantic Coast from Portland, Me., to Hampton Roads, Va., will be affected by the new scale, which is retroactive to Oct. 1.

Increases were agreed to early in October by a negotiating committee representing the longshore association and another, headed by John Lyon, representing the New York Shipping Association. Originally the union asked for a 15-cent increase, but later agreed to the smaller amount in view of the fact that it had received a wage rise of 10 cents a year ago and that the new rate would bring longshore wages into line under the Little Steel formula.

The higher pay was withheld after the "wage freeze" last month, pending approval of the War Labor Board.

**WAR RISK RATE SET
FOR FISHING FLEET**

WASHINGTON — Owners of fishing vessels desiring Government war risk insurance for their crews may now obtain blanket policies covering the entire crew of each vessel, as well as coverage on an individual basis, under the provisions of an alternative plan issued today by the War Shipping Administration in the form of General Bulletin No. 5.

Under the plan issued today, blanket war risk coverage ranging from \$1,000 to \$5,000 per man may be arranged for the crew of a fishing vessel prior to sailing by means of a fairly simple procedure which requires only that each man designate his beneficiary in the presence of a person not on the same voyage, and file it with the owner or operator of the vessel, or his agent or officer.

**U.S.S. Opens First
Foreign Rest Club**

The United Seamen's Service has opened the doors of its first foreign unit in Glasgow, Scotland. The Club was dedicated to the merchant seamen Nov. 11.

For the new unite on the Clyde, the U.S.S. converted the Imperial Hotel with reading, writing and game rooms, and with living quarters for 150 men. Plans are under way to establish similar units in other English cities, as well as in Iceland and Caribbean ports.

REPORT FROM

Washington

By "DUKE" DUSHANE

United Seamen's Service:

Attended an executive board meeting of the U.S.S., Friday November 6th. The financial report was overhauled and it was decided that the overhead of this organization was top heavy for the amount of service that was being rendered to the merchant seamen.

The Executive Board requested that a more detailed report be given. It voted that a list of all employees together with all their salaries be given to each member of the board, and to the trustees. As there were other numerous problems that the members of the board felt they required more detailed information. It was agreed that the board would hold in abeyance any further action that was scheduled on the agenda, and that the director, Mr. D. Falconer have prepared and submit to the board the information that they requested, and that the board meet again on November 20th, instead of the regular meeting the first Friday in December.

Some of the problems are: How are the port committee's to function? What rules have they adopted to operate, finances, meetings, etc?

The War Shipping Administration has informed the Executive board that in the foreign service of the U.S.S., it will be the responsibility of the U.S. government for the agents that the U.S.S. sends abroad. The foreign governments feel that merchant seamen have vital information that should not be passed on to agents of the Axis powers. The W.S.A. will have direct charge of any recreation centers that are established outside of the U.S., with the U.S.S. supplying some of the personnel. The U.S. Government will be responsible through the W.S.A. for all employees of the U.S.S.

Any suggestions that our members, or our representatives feel should be given consideration, shoot them in so that I can take them up directly with the Executive Board, as some of our proposals may not be given favorable consideration by the local port committees.

Atlantic Fishermen's Union:

The Coast Guard issued an order that all fishing boats shall have their flood and running lights out to and from the fishing grounds. Prior to this order, fishermen used to run their cables to the drums of the winches on the beam trawlers at night on their way to the grounds. As per this order, the fishermen could not do this work at night. The

(Continued on Page 4)

Out of the Focs'l

by
J. L.

We're wondering how many of the brothers have voted? We especially urge all the new members to get their books obligated at a regular meeting in any of the branch offices and if a meeting is not held then have the Agent appoint a Balloting Committee so they may vote for the officials for the coming year. With all these members being lost at sea, we urge all the brothers not to fail to vote this year and as soon as possible. You can never tell when the Draft Board, or a torpedo, or a Dive Bomber will get you. So don't delay. *Vote Today!!!*

△ △ △

The brothers won't have to worry as to whom to vote for as Baltimore Agent. Story is out of the contest. There is only Flanagan of Philadelphia and Shaughnessy of Mobile in the running. Baltimore needs a good man, so vote for the best man.

△ △ △

The West Indies, which is known to the brothers as Death Valley, is in print again. They're knocking them off like ten pins. We have a new name for the area between Trinidad and Georgetown: "SUICIDE, LEAP." According to Bro. Joe Buckley, on that 100 mile stretch, they're knocking them off on a very high average.

△ △ △

Many of the brothers will be glad to hear that the COLABEE is back in service again. Her history has been very bad ever since she became an SIU ship. Many men have been lost on her through various causes. The last one was when she was torpedoed off Porto Rico and stayed afloat, but 23 of her crew were lost in launching a lifeboat. She was towed into a Southern port and reconditioned. And the militant crew, D. L. Parker tells us about, was a big joke to the "two strangers" aboard her. According to them, Red and Sunny Simmons were the only real Union men aboard her. And we want to tell Joe Flanagan, that those men shipping out of Tampa are still taking time off in lieu of overtime. Joe well remembers the Kratz case.

Don't forget to vote "YES" on the New Strike Assessment.

Seafarers' Log-

HONOR ROLL

CREW OF S. S. PAN YORK	\$ 6.50
CREW OF S. S. FIRMORE	11.00
CREW OF S. S. WEST KISKA	21.00
CREW OF S. S. ALCOA LEADER	7.50
A. INERSON	2.50
W. ALLEN	2.00
CREW OF S. S. MINOTAUR	57.00
CREW OF S. S. PAN CRESCENT	15.00
L. GARDINER	2.00
M. DOWLING	4.00
CREW OF S. S. ROBIN TUXFORD,	
STEWARD	12.00
ENGINE	12.50
DECK	14.40
B. JANSON	2.50
H. G. SCHWARZ	2.00
L. JORGENSON (ILA)	1.00
CREW OF S. S. MARYMAR	6.00
TOTAL	\$179.90

**ATLANTIC AND GULF SHIPPING FOR
NOVEMBER 1 TO 14 INCLUSIVE**

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	301	199	250	750
REGISTERED	200	173	146	519
ON BEACH	611	650	350	1611

WHAT'S DOING

Around the Ports

BALTIMORE

Shipping picked up somewhat during the past week but branch income and business in general remains in the doldrums. Accusations of "politics" and inefficiency on the part of the W.S.A. are being tossed around by the local Chamber of Commerce and others as causes for the poor shipping and lack of use of the port's facilities but the truth of the matter is that the submarine and lack of enough escort strength to run convoys into this and other East Coast ports is mainly responsible for the deadness of the port.

Beefs are at a minimum due to the fact that even the occasional straggler that does show up has paid off in another port and had most of their beefs squared away. We've never made any bones about most of those complicated beefs involving technical interpretations of some Emergency Board decision being away over our head and in that respect sending the "Duke" to Washington was a smart move. Seems as if most of our headaches come from Washington these days and a man on the spot is worth a dozen on what goes for the waterfront nowadays.

Pete Sadowski showed up the other day with a medal and a good looking diploma presented him by the Portuguese government for rescuing a policeman's life in Barrio. Nice going Pete. We haven't seen any of those ribbons and stars the Maritime Commission's Awards Division is giving to seamen who have been in action yet. That little article "TO JERRY" in the last issue of the Log was well taken by the boys around here. It's not a bad idea for someone to say out loud occasionally what most of us feel about buddies we've lost.

Always someone trying to stick it into us when we're busy keeping the ships manned and moving such as this latest bill 7424 which tries to push us under the compensation act. Also the local A. F. of L. radio operators agent is going around tearing his hair about another bill they just slipped through the House which suspends the law that says a ship must carry a radio operator before she leaves port and several other things. This new piece of phony legislation also abolishes the law that says that the distress call must be given priority by all other radio stations.

The Local U.S.S. seems to be getting itself straightened out now and the rest camp at Bay Ridge, which was anything but for a while, has done some cleaning up of its personnel.

Balloting for officials is like everything else around here, a little slow but it should pick-up if we get any breaks in the way of shipping at all.

JOHN VECHIO, Agent

MONEY DUE

CLAUDE ROSE and WILLIAM STACKHOUSE have \$20.50 and \$17.77 due them respectively from the Alcoa Line. Contact Collins in New York, or mail him discharges and receipts if you want the money sent to you.

NEW ORLEANS

At last things have picked up in this port to where it now looks like a seaport and not a ghost town as far as shipping is concerned. We even had to send men to Mobile this week, looks like things are really booming the fair city of Mobile. New Orleans is supposed to be the second port of the country, for a while it looked like the second to last port. Waterman and Mississippi both took a full crew this week. Mississippi is going to take another full crew at the beginning of next week. We even had a new South Atlantic S.S. Co. ship in port this week.

Brother Biggs and myself made a trip to Pass Christian, Mississippi to look over the place the U.S.S. is figuring on taking over as a rest home for the seamen. All the committee really approved the place and put their O.K. on it as being the best place available. They have about 9 log cabins, 12 horses, 10 or 12 sail boats and canoes, 2 tennis courts, swimming pool,

plenty of room for baseball or soft ball, a workshop for anyone that cares to make belts or any other kind of work they care to do, a swell place for meetings or plays, right on the Gulf where they can do a lot of fishing and plenty of woods for anyone that cares to roam in the woods. In my estimation it's a swell place for anyone that cares to spend a couple of weeks in a nice quite place. We asked the committee about the "pie-cards" being able to take a rest, but as to yet they haven't put the O.K. on them. I know some of the "pie-cards" also have war nerves, or could stand a rest out in a place like they have out there. The place used to be a camp for girls in the summer time, the name is Camp Kittiwake.

Anyone leaving port should notify their respective draft boards. We are getting quite a few letters asking for different men and are unable to tell the boards where they are. We can't keep track of all men that ship and have to send back the notices. The draft boards

want to know what ships the men are on and we don't know. It will save a lot of trouble all around if the men would notify their respective boards. It would also save a lot of the taxpayer's money, because they have to get the F.B.I. to look for the men if they don't know where they are at.

Getting pretty cold down here, the kind of weather that will make the Bostonians feel at home. So we're extending an invitation to the snow birds to come on down, especially those with A.B. or F.O.W. certificates.

C. J. STEPHENS, Agent

Seamen Heroes Forbidden To Say Union (horrid word) On Radio

The J. B. Williams Company peddles its shaving and toilet preparations over the radio on a program called "True or False" heard on the Blue network every Tuesday night. This last Tuesday the two contesting teams consisted of 6 women workers from the Todd shipyards and six seamen from the SIU, SUP and NMU.

The SIU-SUP men accepted the invitations to appear on the show because they figured it would be a good way to let the public know just what the seamen and their unions were doing in this war. But the boys figured without the anti-labor bias that gagged all their attempts to mention the union.

It was impossible to determine just the origin of the censorship, whether it came from J. B. Williams the sponsor, or from J. Walter Thompson, the advertising agency in charge, or from Harry Hagen the quizmaster. But the fact remains that all the radio stooges threw up their hands in horror every time a seaman indicated that he was about to say the nasty word (union!).

Before the program went on the air a Navy brass hat appeared and told the contestants that when they took the mike they were to boost the War Shipping Administration and its recruitment program. The SIU-SUP men immediately announced that their union were recruiting and they didn't see why they had to mention the WSA program. They said that they would be glad to tell the public what the unions were doing to keep the ships man-

ned and the supplies moving to the war fronts. This, they found, was "verboten."

The brass hat and all the radio officials became very excited when they found out that the men wanted to mention the word union. If it hadn't been for the fact that only a few minutes remained before air time, they probably would have thrown out the whole team and made up a new one out of the audience. As it was, they solemnly wagged their fingers and warned that the air must be kept clean.

After promising to be good boys, the seamen got together in a corner and obtained a promise from the NMU stiff, who had been appointed captain of the team by the United Seamen's Service, that he would blurt out the nasty word once he got on the air.

As might be expected, however, the NMU stiff was so full of the slogan "We Keep 'em Sailing" that he completely forgot the nasty word and the air remained clean of all references to organized labor.

Seamen have had bitter experience with the daily press and its almost continuous stream of slander against labor. Now, however, they can see that the censorship of labor news is even more stringent on the radio networks. As a matter of fact, in most cases the radio stations are owned by newspaper interests and the big business war upon labor is carried into every home through the air.



The seamen team who knew the answers but couldn't give them. (left to right) W. Luschinski NMU, M. Anderson NMU, Sam Shatkoynick SIU, H. Eekes SUP, Leroy Parrish SIU and Ed Dubres NMU.

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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GALVESTON	219 20th Street	

Foreign Seamen Launch Chain Of Labor Newspapers

NEW YORK, N. Y. — I.T.F. — Further steps in the rebuilding of the seamen's and maritime workers' unions of the allied nations and in furnishing facilities to their members who for over two years have been deprived of all contacts with their homelands and families, have been taken and are carried out with signal success, a report from London headquarters of the I.T.F. states.

One of the greatest obstacles in getting the men adjusted to new life and new conditions on foreign soil and at the same time in keeping them informed of conditions in their occupied homelands has been the lack of labor publications and newspapers in their own language. As the result of efforts on the part of the I.T.F. and the Belgian, Dutch and other allied seamen's organizations various transport labor publications have recently come into existence, which give the men much needed information on conditions in their trades and at home.

The first labor paper in the field was "The Seaman," printed for the most part in Flemish and published by the Belgian Seamen's and Transport Workers' Union in London. Another paper is "Merchant Marine and Fishery," published by the Dutch Central Transport Workers' Union in England. The American branch of the latter organization under the direction of P. J. Vandenberg and J. J. Vendeville is also publishing a monthly paper "The Flash," which has met with considerable success among the Dutch and other allied seamen touching New York and other American ports. The Danish Seamen's Union in Great Britain publishes the "Courier," which appears twice a month and is supported by special contributions of the membership.

DO NOT SHIP

Homer F. Webb	P 8619
Miguel T. Quinones	P 8134
Joseph R. Tillis	P 6746
Leander D. Jacobson	P 8478
H. C. Fay	P 8501
Jessie Bush	P 7660
Thomas S. Beaton	P 7728

MARITIME FREEZE

(Continued from Page 1)

"C. Permit his services to the merchant marine to be interfered with; or

"D. Continue in employment other than as a merchant seaman; provided, however, that the War Shipping Administration may, upon request of the seamen, have certified to the Chairman of the War Manpower Commission that his services are not essential to the effective and efficient utilization of the merchant marine."

DEFEND JONES ACT

(Continued from Page 1)

who represent the majority of the active merchant seamen:

"The President shall, whenever he finds that convenience of administration and the efficient prosecution of war require, extend to seamen upon such terms and conditions as he finds fair and appropriate and any and all benefits of employees of the United States under the United States Employees Compensation Act as amended, and upon such event, the rights, benefits and privileges of such seamen herein provided for with respect to death, injury, illness and maintenance and cure, shall cease to such extent as the President finds that the termination of such rights, benefits, and privileges is necessary to avoid duplication of payments on account of death, injury, illness or maintenance and cure."

Had this amendment been embodied in the original bill, the seamen's unions would have bitterly opposed this Bill. However, the amendment was attached in an underhanded manner and the seamen who are called the "unsung heroes" today, are the only people affected by the Bill and they did not have an opportunity to state their opposition to the passage of the Bill.

The Atlantic and Gulf District of the Seafarers International Union of North America, on behalf of the merchant seamen, who are keeping our merchant ships sailing regardless of the hazards of torpedoes, bombs and machine guns, sincerely urge that H.R. Bill No. 7424 as passed by the House be not passed by your honorable body.

Respectfully,
JOHN HAWK,
Secretary-Treasurer

Urges Seamen To Learn Gunnery

(Continued from Page 1)

in the unlicensed group, our members should go up and get their licenses to help in filling their quota, so that we will have a good substantial number of officers with a union background. Men are paid while attending the schools that are established by the W.S.A., and they are deferred while attending these schools. After graduating they receive pay until they receive their first job as an officer, and they do not have to join the Naval

1943 Atlantic & Gulf Candidates

Secretary-Treasurer

JOHN HAWK No. 2212

New York Agent

DON RONAN No. 1374
FRANK WILLIAMS No. 6161

New York Deck Patrolman

L. J. (Baldy) BOLLINGER No. G-300
LOUIS GOFFIN No. 4526

New York Engine Patrolman

RAY SWEENEY G-20

New York Steward Patrolman

CLAUDE FISHER No. 362
WILLIAM HAMILTON No. 3400
FERDINAND HART No. 488

Boston Agent

JOHN MOGAN No. 216
VINCENT YAKOVONIS No. 1774

Providence Agent

JOSEPH LAPHAM No. 247

Philadelphia Agent

HARRY J. COLLINS No. 496
EDWARD M. LYNCH No. 3693

Baltimore Agent

JOSEPH F. FLANAGAN No. 542
J. K. SHAUGHNESSEY G-118
D. D. STORY No. 3012

Baltimore Joint Patrolman

JOHN VECHIO No. 1616

Norfolk Agent

MARTIN TRAINOR No. 50060

Savannah Agent

CHARLES WAID 6-54

Tampa Agent

D. L. (Jack) PARKER G-160

Mobile Agent

OLDEN BANKS G-1
CARL M. ROGERS G-2

Mobile Joint Patrolman

ROBERT A. MATTHEWS G-154
CHARLES E. TURNER G-15

New Orleans Agent

A. W. AMRSTRONG G-136

New Orleans Joint Patrolman

C. J. (Buck) STEPHENS G-76
TEDD R. TERRINGTON G-68
EDWARD (Jack) VOREL G-10

Galveston Agent

E. R. WALLACE G-237

San Juan Agent

DANIEL BUTTS No. 190
THOMAS M. WILHELM

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.

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Company insisted that this work be done alongside of the dock. The men refused and the case was referred to the War Labor Board.

Attended the hearing with Pat McHugh and Brother Powers of the A.F.U. The Company was willing to arbitrate the case providing that the Seafarers International commit themselves that before any decision was reached by the panel who would arbitrate the case. The International would sit down and agree that whatever decision was rendered by the panel, it was to apply to any future agreement reached by any organization affiliated with the International.

I opposed this and objected to any proposal that the Company (R. Obrein) insist that we in any way commit the International to any policy that would make any agreement binding upon any organization affiliated with the International. We insisted that the board try the case in the particular dispute involved, and that the case be with the Atlantic Fishermen's Union, and the R. Obrein Company only, and that their decision only effect these two parties.

The Board is going to arbitrate the case and will render decision within two weeks. It cost the Company four times as much in expenses in bringing this case into Washington than it would have cost them if they had paid the men to do this. One of their boats was tied up for over two weeks, and it would have cost them Twenty Dollars (\$20.00) to have this job done.

Labor Management Committees

Mr. F. Eberstadt of the War Production Board has issued orders that Labor and Management shall have representation on the W.P.B.

This order does not have much bearing on the Merchant Seamen, as the orders deals most with production, and priorities for equipment in plants.

In the fishing and cannery industries, this order can and will have a varying effect on the unions which are affiliated with the Seafarers International.

Pat McHugh, Brother Powers Atlantic Fishermen's Unions representatives, Miss Scattergood, research worker for the A. F. of L., and myself met with Commander Johnson, Lt. Thompson and Mr. Sufferin Labor-Consultant to the W.P.B.

We were advised that in view of the fact that the order was only issued on the 12th of November, they were not familiar with the mechanics of how this was to be worked out. However, we were advised that there are now committees set up in the fishing industry to handle certain problems.

In California there is an advisory committee set up with representatives of industry. Two S.I.U., representatives, two C.I.O. representatives on it, and there is an administrator for the W.P.B., who makes all the decisions.

In Seattle there is a consultation committee set up with representatives of industry, and two men from the C.I.O. The A. F. of L. have no men on this committee. They are all paid by the government and make recommendations to the W.P.B. It is supposed to be a fact-finding committee for the salmon industry.

We have been advised that all industries will be represented on a national committee and labor will be on these committees. They shall be paid by the government and be assigned to the W.P.B. as consultants and advisers. Will submit more information on the set-up and believe that the fishermen and cannery workers who are affiliated with the S.I.U. should have one representative on this national committee here in Washington, also local representation on the local committees of the War Production Board.

THE MEN OF THE MERCHANT MARINE

(Song for the Unsung)

by

FRED WARING and JACK DOLPH

I've carried guns to Singapore,
Munitions to Ceylon;
I've carried wheat for the boys to eat
With MacArthur at Bataan.

I've sailed with planes to Liverpool,
And Leningrad with tanks;
I made it through to Ireland too
With a regiment of Yanks.

I've burned my feet with the deck plate's heat,
And froze 'em with the cold
While dodging subs in rusty tubs
With nitro in the hold.

Yes! And yet I'd never trade my berth
For anything I've seen;
So I'll stow my gear and drink my beer
With the men of the merchant marine.

So let me feel the wind again
(And) the sting of flying scud
A sailorman is a sailorman
And the Sea is in his blood.

So let me hear the Bosun pipe
And feel the turbines roll
A sailorman is a sailorman
And the Sea is in his soul.

What if it's East or its West or South
Or Iceland's Arctic Flood?
A sailorman is a sailorman
And the Sea is in his blood.

That's why I'd never trade my berth
For anything I've seen:
So I'll stow my gear and drink my beer
With the men of the Merchant Marine.

PERSONALS

OLE WILLIAM SEELBACH
Contact Miss Gertrude L. Gibson,
147 Linden Blvd., Brooklyn, New
York. She has a message for you
from your relatives abroad.

WILLIAM TURNER
C. J. Stephens, the New Orleans
Agent, has a message for you from
the authorities. Contact him at
once.

PAOLO PRINGI
Contact your draft board in New
York.

HARRY H. HARPER
Your New York draft board is
looking for you. Set them straight
next time you hit port.

THEODORE J. KRUGER
Where ever you are, "Mil" and
all the family send you birthday
greetings and best wishes for the
new year.

EDWARD E. MULLALY
It is important that you contact
Silas B. Axtell, 15 Moore Street,
New York City.