

## SIU Fights Army Jurisdiction Grab Over Union Men

Brother Lawrence McCune is in the Army stockade at Camp Patrick Henry, Hampton Roads, Virginia, and is facing an army court martial for alleged violations of articles. This case, which is being fought by the union to the hilt, may well set an important precedent, determining whether or not the brass hats can supercede the jurisdiction of the Coast Guard and civil courts, and jerk seamen around on whim.

McCune, a chief-cook, is under technical charges of desertion (pretty stiff charges considering all the circumstances surrounding the case). In the past all such cases have come before the Coast Guard hearing officers, and a union representative was allowed to be present and aid in the defense. McCune, however, was arrested by M.P.'s and thrown into an Army stockade and faced with a military court martial.

The brass hats contend that the ship was carrying supplies for the armed forces, and therefore the personnel of the ship came under their jurisdiction. Since hundreds of thousands of workers throughout the country are engaged in producing supplies for the armed forces, the Army reasoning could well be applied to them and almost the entire civilian population of the country be placed under a military dictatorship. Thus the case is of extreme importance to the entire labor movement.

The SIU has engaged an attorney to represent Brother McCune and is fighting to have the case removed from the jurisdiction of the Army and returned to the Coast Guard. Attorney C.

Dodson Morrisette has written to headquarters, outlining the details of the case. His letter reads (in part):

The facts as admitted by McCune are that he did, on (.....), 1943, after having been informed by the representative of your Union in Norfolk that the vessel (.....) was in need of a chief cook, report to the vessel which was then docked at the Army Base and thereupon assumed his duties as chief cook. Subsequently he signed Articles of Agreement in which it was provided that he agreed to go as a member of the crew of the vessel for a period not exceeding 12 months, to (.....), as the master of said vessel or the United State Government or any agent or department thereof, might direct. On (.....) approximately 500 soldiers appeared and boarded the vessel, and McCune was ordered to prepare supper for these soldiers, in addition to the regular crew of the vessel. He did prepare supper and re-

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## Fishermen Vote Strike!

Members of the Atlantic Fishermen's Union, SIU, voted overwhelmingly last week to call a strike in their dispute with wholesale buyers and the OPA over the price of their catch.

Around 1,000 fishermen in the New England area have thus served notice that they don't intend to continue fishing when the price of their catch, arbitrarily set by the OPA in collusion with the wholesalers, is insufficient to meet the rising cost of living.

Charles T. Douds, regional director of the National Labor Relations Board, supervised the strike vote under the provisions of the Smith-Connally Act. Under the provisions of the act, the men are now free to strike, having undergone the "30 day cooling off period."

The union, through its President, Pat McHugh, is in the meantime, continuing efforts to settle the dispute without interruption of work.

## EXPOSED!



This photo is proof of a fact well known to seamen—Craig Vincent, New York head of the RMO, is a fellow-traveler of the Communist Party. He is shown here addressing, on Sept. 14, 1941, a mass meeting sponsored by the "Citizens' Committee Against Police Brutality," in Washington, D. C. This "committee" was a Stalinist front organization, and you can bet that slick Mr. Vincent was no innocent that was sucked in. Vincent's record in the RMO is one of pro-NMU maneuvers in which he goes down the line with all the union-busting schemes cooked up by the Stalinist 13th Street machine. For a full expose of his role, read the SEAFARERS LOG of October 22, and Dushane's "Report From Washington" on page three of this issue.

## Kilgore Opens Drive To Freeze Men To The Ships

One of the recommendations slipped into the Kilgore Committee's report on the maritime industry was that seamen be frozen to their ships for the duration of the war. This union-busting proposal has received the silent treatment by the shipowner press—apparently in the hope that it could be smuggled through before the unions were aware of what was up. The SIU-SUP is fully aware of the maneuver, and determined to fight it to the end.

Kilgore dresses up his proposal with a lot of patriotic talk about the necessity of keeping the ships manned. The truth of the matter is that the ships are being manned, and Kilgore's proposal is aimed primarily at smashing the unions which maintain a decent level of wages and conditions.

Once men are frozen to their ships it is obvious that their union would have the greatest difficulty in protecting their rights. Shipowners would feel free to chisel overtime (or even eliminate it), they could break watches at will, they could lengthen hours and sabotage the conditions—and the men would be frozen to their jobs and all but powerless to protect themselves.

The great influx of new men into the industry would have no opportunity to learn what union-

ism is and what it can do for them. Dues, the life's blood of organized labor, would fall off. And by the time the war ended and the men were unfrozen, the unions could conceivably be in such weakened conditions that they would be easy pickings for the inevitable shipowner post-war campaign of terrorism.

That's the black side of the picture. That's what could happen—that's what the shipowners hope will happen. But that is just what isn't going to happen if the SIU-SUP can prevent it.

Maritime unions have received blows at the hands of the shipowners and government that would have been fatal to unions composed of less steadfast and militant men. The seamen know from bitter experience what it means to be placed at the mercy of the shipowner without a union for protection, and they are determined not to let it happen again.

So far this move is only on paper in the Kilgore report. The

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Vice President Isidore Nagler of the International Ladies Garment Workers Union, AFL delegate to the recent British Trades Union Congress, took advantage of his stay in London to visit the Merchant Navy Club, a gift of the ILGWU to British seamen. He is shown at the club standing beside Frieda S. Miller, former New York labor commissioner, now associated with the U. S. embassy in London.



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## Committee Certifies Nominations For '44

Forty members of the Atlantic & Gulf District will run for union office in the 1944 elections to be held during November and December. This was revealed this week when the Credentials Committee released its final report and certified that the candidates listed below fulfilled the requirements of office as laid down in the constitution. Here is the line-up of candidates as they will appear on the ballot:

**SECRETARY - TREASURER**  
John Hawk

**NEW YORK AGENT**  
L. J. (Baldy) Bollinger  
Paul L. Hall  
Frank Williams

**NEW YORK DECK PATROLMAN**  
Louis Goffin  
James F. Sheehan

**NEW YORK ENGINE PATROLMAN**  
Joe Volpian

**NEW YORK STEWARD PATROLMAN**  
Maurice Burnstine  
Jack Cooper Case  
Claude Fisher  
William Hamilton  
Fred Hart

**BOSTON AGENT**  
John Mogan

**BOSTON JOINT PATROLMAN**  
Joseph Lapham

**PHILADELPHIA AGENT**  
Harry J. Collins

**BALTIMORE AGENT**  
Joseph Flanagan  
John Kupia  
Carl M. (New Orleans) Rogers

**BALTIMORE PATROLMAN**  
Max A. Beck  
Rexford Dickey  
Mathew Little  
James T. McCaulley

**NORFOLK AGENT**  
Charles C. Martin  
Martin Trainor  
James L. Tucker

**NORFOLK PATROLMAN**  
Paul Ambrose

**SAVANNAH AGENT**  
Charles B. Martin  
John P. Ryan  
James F. Sharkey  
Charles Waid  
Thomas Wilhelm

**TAMPA AGENT**  
D. L. Parker  
Steely White

**MOBILE AGENT**  
Olden Banks

**NEW ORLEANS AGENT**  
C. J. (Buck) Stephens

**NEW ORLEANS PATROLMAN**  
James J. DeVito  
Ted R. Terrington

**GALVESTON AGENT**  
Ray W. Sweeney  
E. R. Wallace

**PUERTO RICO AGENT**  
Daniel Butts

The Credentials Committee announced that it had made a complete record of the discharges sent in by nominees, and that this record would be kept on file at headquarters.

Brothers Charles Medford, Edward Allen, William Johnson, and James Carroll were disqualified because of insufficient sea time in the discharges submitted.

## Jurisdiction Grab

(Continued from Page 1)

ported to the officer in charge of the soldiers that supper was ready, he not having at that time prepared supper for the crew which, of course, he had to do. He was then informed that the soldiers could not eat until the colonel who was evidently to sail on the vessel, had eaten, whereupon McCune became dissatisfied and asked the master of the vessel for a release. The master at that time being engaged in preparing to move the vessel from the pier out into the stream, replied that he could not then give McCune his release, whereupon McCune threw his baggage over on the dock and then jumped from the vessel on to the dock, the vessel at that time having moved a few feet away from the dock. McCune was then arrested and taken to the officer in charge of the guard, and upon being questioned about the matter, finally gave a written statement setting out briefly the facts above related, and further that he was deserting the ship.

The Court became very much interested in the point of law involved in this matter, the same being the question of the jurisdiction over McCune, and has taken the matter under advisement, pending filing of briefs by counsel for McCune and by the Government.

The Army evidently is much concerned with McCune's case. In addition to the United States Attorney for this dis-

trict, there appeared on behalf of the Government, Colonel Archibald King, who is with the Legal Office of the War Department in Washington, D. C., and who argued this matter on behalf of the Government.

As I have stated above, the Court has not rendered a decision and, of course, will not until briefs have been filed. As soon as I have prepared my brief, I will send you a copy.

The question of requiring a steward's department equipped to serve a crew of 78, to serve 500 soldiers, is a shipowner chisel which the union has been fighting for some time. A solution to this problem is near — but not near enough to help McCune when he was suddenly faced with preparing 500 meals in a galley and with a staff equipped to prepare 78 meals.

Then the picture of 500 meals ready and hot, and 500 soldiers hungry and ready to eat, and the service being held up because the brass hat had failed to show up and had to be served first, is a sickening spectacle—to say the least. One can well understand how McCune blew his top.

Whatever the mitigating circumstances, however, the fight now is to have his case heard by the regular Coast Guard panel, and to prevent the encroachment upon our rights by the bureaucratic labor hating brass hats.

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## NEW BRITISH SHIPS RECEIVE PRAISE

Indications are that the new British emergency cargo carrier which was launched recently is expected to become a standard for forthcoming merchant vessels and will sail at a speed of fifteen knots.

The ship is of the closed deck type and there are three decks, upper, main and second with the main deck specially constructed for heavy cargo. Deadweight tonnage is 12,000 tons; gross about 9,900 and net 7,150.

Boilers and engines are housed together. The boilers have a pressure of 450 pounds per square inch with a temperature of 750 degrees Fahrenheit super-heated. There is a Cochrane's boiler in the engine room for domestic heating. Natural air ventilation is provided. Three Diesel generators have a 175 k. w. output. The arrangement of water-tube boilers and turbines of a modern but simple design is a feature of the earlier vessels of the series, but in some of the later vessels the propelling machinery will consist of Diesel engines.

The deck machinery is electrically driven. There are twelve five-ton derricks and six ten-ton derricks. An eighty-ton derrick is on the mainmast and a thirty-ton on the jigger mast. Derricks can be changed from one side of the vessel to another, and by the means of geared winches, the five or ten-tonners can be coupled with the eighty, fifty or thirty as required.



# Allied Air Blows Bring Nazi Shipping Tangle

By KURT SINGER

(The author of this article, written especially for the SEAFARERS LOG, is a prominent European journalist. He is author of "Duel For the Northland," "Goring," etc.)

Even the ingenuity of Dr. Joseph Goebbels was taxed away during recent months when he had to explain away the drop in sinkings by submarines. As Germans have only recently heard about their own shipping shortage, the job was doubly difficult.

It was tight-lipped, tall and arrogant Karl Kauffmann, the "Gauleiter" of Hamburg and the Reich Commissioner for Shipping and ex-leader of the 1923 saboteurs, who astonished the Reich with the news that the shipping shortage was so serious "as to put the interests of Germany at stake."

### BOMBS EFFECTIVE

The deadly effect of the Allied air war on German shipping was for the first time disclosed to the German public in the "Hamburger Fremdenblatt" when Rear Admiral von Lohmann announced that only 2,000,000 tons of shipping entered Norwegian ports in 1942, and Baltic traffic in the same year amounted to 26,000,000 tons. (As Germany's total pre-war merchant fleet was

4,100,000 tons, it would show that the same ships frequently make the round trip.)

All this shipping is top-class priority; 19,000,000 tons are used to bring Swedish iron-ore to Germany and take coal and coke to Sweden, Norway, Denmark and Finland. The remainder is used for military supplies and food necessary to hold down Norway and Finland.

The RAF and the American flying fortresses had a first-class opportunity to hit this iron-ore and coal traffic routed in the traditional way from Lulea in Sweden and Narvik in Norway to Rotterdam for trans-shipment on Rhine barges or from the Swedish Oxelosund to the Pomeranian cities of Stettin and Rostock.

Bombing of German coastal shipping has forced the Nazi shipping authorities to transfer a large proportion of the traffic to the port of Emden, a considerable Allied bombing victory, which may have important repercussions in the Reich.

### 2nd RATE PORTS

Emden's port facilities are not nearly as good as those of Rotterdam. It means also longer barge hauls to and from the Ruhr, and an extra burden imposed on the already strained

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# REPORT ON WASHINGTON

• BY MATTHEW DUSHANE •

In my last report certain parts of the Kilgore report were brought to the attention of the membership. There is one more part that needs special consideration. The report stated "The third limitation on manning has been the reluctance to modify traditional peacetime employment uncertainties. Employment on merchant vessels is still casual, insecure employment; men have signed on for the duration of one voyage only. This traditional practice of the sea dates from the days of long sailing voyages. Even in 1937 the Maritime Commission pointed out where there was no justification for its continuance. It is particularly wasteful in wartime."

The WSA has been trying to pressure the SUP and SIU to have ships crews sign on for the duration of the war. Some of the WSA officials have modified this to two years. The NMU officials have indicated that they are willing to go along with this scheme.

Of course the NMU has a motive behind this proposal. At this time they are trying to get the employers to agree to the check-off system. What a gravy train they would have if they could get a government directive out, whereby all ships crews would be compelled to sign on for the duration of the war, or for a period of two years, and along with this have the check-off system.

Every person signing on a ship that the NMU has under contract would then be compelled to pay dues for the termination of the ships articles, (duration of the war, or for a period of two years). They would then become chattel slaves of the NMU.

All in all, the Kilgore Committee's report closely follows the line that the NMU has been advocating. The recommendations are similar to the NMU's stand regarding the WSA. It has been reported that three members on the staff of the Kilgore committee, have been cited as belonging

## TRAINING PROGRAM FOR DISABLED SEAMEN

WASHINGTON — The War Shipping Administration announces it has embarked upon a program to employ and train veterans and merchant seamen discharged as a result of combat or service disabilities. This is one of the first practical plans for the training and hiring under Civil Service of ex-service men of the present war.

The men will be trained to work as examiners in ship repair yards performing services required in connection with inspection, supervision and cost control of repairs on American merchant vessels. Since August, 68 men have been trained and placed on jobs in various shipyards.

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E. R. WALLACE, Agent

to organizations which the attorney general has cited as subversive (Commie fronts and sponsored). It is rumored that other members of the staff are in the same boat. The GARBAGE in that report carries a stench from the pages of the NMU Pilot.

On the basis of the report, it became apparent that some staff members of the WSA are also connected with commie front organizations. For some time the worst sore spot in the WSA that the SUP and SIU have had to contend with has been with the staff of the WSA in the port of New York.

It is from this port that all the trouble regarding the question of discrimination has originated. The rumors are that RMO's regional director in New York, Mr. Craig Vincent, is the cheer leader for the NMU, and has been pushing the commie line on discrimination and is trying to compel the SUP and SIU to check-board their crews.

A report in the Washington Daily News of December 13-14-15, 1940, states that at the CIO convention in Hagerstown, Md., Craig Vincent was floor leader for the commie faction. It is also reported that he was connected with the "AMERICAN LEAGUE FOR PEACE AND DEMOCRACY," (Prior to Hitler's attack on Russia this is the outfit that was shouting it was an imperialist war). He was also a member of the provisional committee, Washington Committee for Democratic rights — Member of the Washington book shop (Commie set-up). These organizations have been cited as subversive by the Attorney General.

He addressed a demonstration against police brutality in Washington on 9-14-41, under the auspices of Citizen's Committee Against Police Brutality (Commie set-up).

The wife of Craig Vincent, Joyce Campbell, heads the social security local of the United Federal Workers Union (CIO) in Washington, D. C. This outfit is reported to follow the commie line.

Craig Vincent's father is Merle Vincent, head of the hour and wage division department of Labor in New York. Last February he was cited in the Congressional Record and contributes articles in the Daily Worker.

Marshall R. Dimock, Director of the RMO, who employed Craig Vincent and assigned him to the New York region, certainly must have known of Vincent's record when he assigned him to this area.

Was this a deliberate move on the part of Dimock so that this

would-be political commissar and pink Empire builder, could then be in a position to push the commie policy, with the assistance of the NMU? It is also rumored that other members on the staff of the RMO in the port of New York are known to follow the commie line. It's high time that Captain Macauley, who is directly responsible for the operation of the RMO, cleaned house. We would like an answer from both Captain Macauley and Dimock on this matter. Is it their intention to have the largest port in the United States controlled by would-be political commissars and pink Empire builders?

### INTERNAL REVENUE

Attended a conference during the week regarding the 2% social security tax after January 1st, 1944. The shipowners proposed that they be allowed to deduct the 2% on all ships that pay off after 1-1-44, regardless of the wages that were earned in 1943. Under the Social Security law a person can only receive credit for \$3,000 in one year. If the internal revenue bureau allows the shipowner to deduct the 2% on wages earned in 1943 after the termination of the voyage in 1944, all seamen would then have to file a claim for a refund on all deductions made for social security that exceeded \$30.00 for that year or 1% of three thousand dollars.

Example: A seaman ships out on a ship in January 1, 1943 and he paid off say in November 1, 1943. Say his earnings including his board and room amounted to \$2,500. His S.S. deductions would be 1% or \$25.00.

If he shipped out within the same year with another company and would pay off 1-1-44, and his earnings exceeded \$500, the company would deduct 1%. However, the person is entitled to all payments made over \$30.00 in any one year. The companies claim that they haven't the office help to straighten out the new 2% S.S. tax. Suggest that the Union have the auditor write an article on this matter, so that the membership will be prepared to collect any refund that they may be entitled to.

### WAR MANPOWER COMMISSION

Has issued a new set of regulations regarding certificates of availability for seamen and others; also a set of regulations on stabilization. Suggest that all agents contact their nearest WMC office and get the following — WMC Field Instruction No. 46, Bureau of Placement No. 94, dated October 8th, 1943. — WMC Manual of Operations Title, 111 Section 3-7, dated August 16, 1943, page 1 to 9.

# Around The Ports

## GALVESTON

Things are booming as far as shipping goes down here in Texas. I had the pleasure of paying off an SUP ship in Lake Charles the other day. It was one of the best crews that I have run across in a long time. The men were signed on 9 months articles to pay off on the Pacific Coast. They were out a little over four months. I contacted the Captain along with the delegate, stating that the men were entitled to \$92.50 back to the coast. He said no dice until the Articles ran out. We got the deck crew together and it was thrashed out that when the cargo was out, that was the end of the articles. The men agreed to stay aboard until the cargo was out of the ship if it took a month. Result with solidarity of the crew sticking together, I obtained the \$92.50 for them. Three trip card men aboard that were recommended for books.

The situation in manning SIU contract ship in Texas ports is getting serious. I have to call on the RMO for men. I sure am getting some dandies, who are sent right back again.

Well, as I predicted some time ago in the LOG, the shipowners would turn the NMU down cold turkey when it came time to negotiate for the same wages, overtime and working conditions that we in the SIU and the SUP are enjoying. Your agreements were negotiated by fighters, and not handshakers and opportunist and your dues are not \$2.50 per, and your organization has not asked the shipowners that we have un-

der contract to use the check-off system to get your dues. The day is coming, and it is not far off, when the rank and file of the NMU will want an accounting of what is to be done with the top fraction officials of the NMU who have not the strength or courage to negotiate an agreement to the same level as the other maritime unions in the field. They are not interested enough in the members interest, they are butting into everything under the sun, but the vital point of the member's wages, security watches, transportation clause in articles and good working conditions."

Proof: Every day in this hall there are NMU men coming in turning in their books, and who are thoroughly disgusted with the set-up in the NMU.

There is some baggage that was given to me in Lake Charles by the delegate, which belongs to Christian Helgeson, SUP trip card who got drunk in the Canal and was left behind and did not prove himself a good shipmate.

Well, according to the Pilot the comrades are running Mike Quill for City Council in New York and over in Frisco they are running another great commie, Olleta O'Connor Yates for City Supervisor. So all of you brothers in New York and Frisco be sure and vote for these working men's friends. You never can tell when the savior of the seamen, Can't-Go-Ashore-Curran, will run for president of the U.S. and if elected, our troubles and worries are over. It's right in the bag.

## ATLANTIC AND GULF SHIPPING FOR WEEK OF OCTOBER 11th TO 15th

	DECK ENGINE STEWARD TOTAL			
SHIPPED .....	346	157	278	781
REGISTERED .....	236	190	216	642



# HAWK ASKS END OF WAGE CHISEL OF TORPEDOED MEN

October 26, 1943

Maritime War Emergency Board  
 Captain Edward Macauley, Chairman  
 Washington, D. C.  
 Gentlemen:

The stranding of torpedoed seamen on the beach without continuing their wages and subsistence, is a grave injustice now being done to these men. This union has repeatedly appealed to your Board for the correction of this evil.

On July 30, 1942 I received a letter from Mr. Erich Nielsen in which he assured me that the Board was considering the problem and would soon hand down a ruling to correct the inequality. That was over a year ago, and to date no such ruling has been handed down.

May I call your attention to the latest victims of this practice. The (S. S. ...) sailed from New York on April 1943. She was torpedoed on July 5 and the crew members were repatriated back to New York, arriving on Sept. 26. The Skipper is still abroad and the Pursur is in South America. The Company refuses to pay off the men until either the Pursur or the Skipper arrives with the records. These men are now reduced to living on meager draws and begging in the streets.

We have repeatedly attempted to negotiate a settlement with the shipowners, but have been unsuccessful because they maintain that MWEB rulings prevent them from correcting this situation. The effect of such inhuman practices upon the moral of the men and the efficient crewing of the ships, is obvious.

I therefore appeal once more to your Board to make a ruling that the wages of torpedoed seamen and their subsistence shall continue until actual time of paying off, and that you make your decision retroactive to cover the crew of this ship. This crew is still waiting to be paid off.

Very truly yours,  
 JOHN HAWK

## Kilgore Opens Drive To Freeze Men To The Ships

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 WSA has made no move to put it into effect. We serve notice here and now to all shipowners and government agencies that any move to freeze the men to the ships will be fought with the full limit of our strength!

### RESOLUTION PASSED UP AND DOWN THE COAST

Whereas; the Kilgore Committee's report contained the following paragraph:

"The third limitation on manning has been the reluctance to modify traditional peacetime employment uncertainties. Employment on merchant vessels is still casual, insecure employment; men have signed on for the duration of one voyage only. This traditional practice of the sea dates from the days of long sailing voyages. Even in 1937 the Maritime Commission pointed out where there was no justification for its continuance. It is particularly wasteful in wartime." and

Whereas; this line will be picked up by the shipowners and the WSA and used in an attempt to shackle the seamen to their ships for the duration of the war, or perhaps longer, and

Whereas; such conditions would mean for the seamen slavery such as they knew before the rise of their unions and their ability to bargain collectively and protect their economic rights and personal dignity, and

Whereas; such a shackling of the men to their ships is just another reactionary move on the part of the WSA and shipowners in their campaign to smash labor, knowing that no union could function effectively if its members were tied to their jobs,

Therefore, be it resolved, that the Seafarer's International Union of North America go on record to oppose such a move with all its strength, and should the WSA attempt to impose such slavery upon the seamen, the Statements of Principles and Policy will be considered violated and the unions no longer bound by its provisions.

## MONEY DUE

Following crew members of the S.S. James Hoban have unclaimed wages waiting for them. Collect from Waterman S.S. Co.

Adams, P. S.	\$ 8.53
Allvisi, A. V.	8.89
Baille, H.	8.53
Berket, G. W.	8.53
Canaletti, A.	8.53
Curran, H.	8.53
Dobson, R. W.	14.22
Dunn, L.	3.91
Evans, L.	4.27
Gotthardt, B.	8.53
Hassan, A.	8.53
Johnson, R. L.	8.53
Messehauser, O. J.	1.42
Montemorano, A. M.	3.91
Murphy, E. D.	8.53
Pope, J. M.	8.53
Reynolds, E. R.	8.53
Rudat, G.	8.53
Taylor, J.	3.91
Taylor, J. N.	8.53
Thomas, C. L.	8.53
Troy, C. G., Ja.	10.31

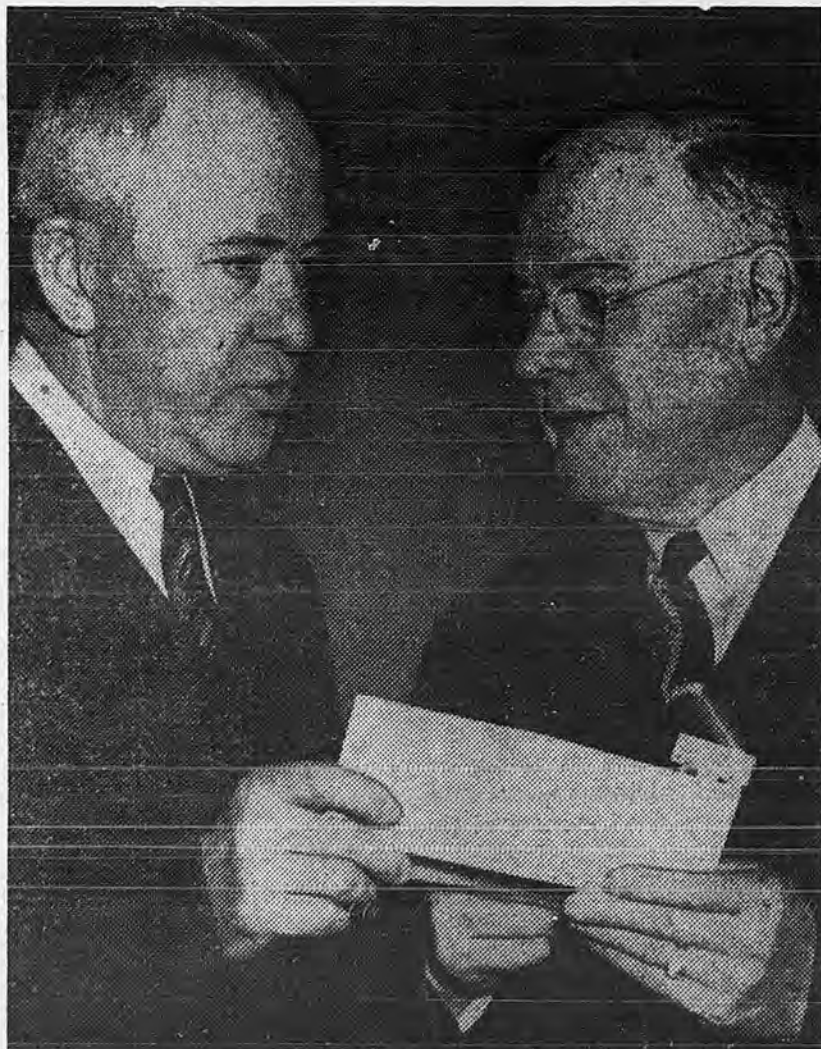
Crew which paid off the S. S. Marina, Oct. 13, 1943, have 8 hours overtime coming. Collect Bull Line.

Crew which paid off S. S. Marymar in Oct. 1943, has \$125 attack bonus coming. Collect Calmar Line.

Crew which paid off S. S. Flomar in Oct. 1943, has \$125 attack bonus coming. Collect Calmar Line.

## Honor Roll

S.S. JOHN PAYNE  
 Deck Department .....\$50.00



Bringing fraternal greetings from British workers, William Bayliss (left) of the British Miners Federation told the 63rd AFL convention that a strong labor movement is the surest defense of workers' interests both during the war and in the post war world. He is shown with AFL President William Green.

# Allied Air Blows Bring Nazi Shipping Tangle

(Continued from Page 3)

and damaged facilities of the Dortmund-Ems Canal. Another drawback is that while Rhine barges carry some 3-4,000 tons, Emden Canal barges displace only 1,500 tons. The biggest difficulty, however, will be the fact that iron ore will enter the Ruhr at Dortmund, instead of Duisburg, where most of the great steelworks are still situated.

Shipping Commissioner Kauffmann's troubles assumed international dimensions when a number of Swedish ships went down after hitting mines or being torpedoed by Russian submarines. The Swedes need coal badly but they made it very clear that they could not indefinitely sustain present losses.

### NO CREWS

This was only the beginning. As the danger from aerial attacks grew, Kauffmann found it difficult to get foreign crews. The bonus paid to Swedish seamen on the Rotterdam route increased 300 percent. Finnish sailors in ships trading in the Baltic get a bonus of 75 percent, in the Kiel Canal and the Elbe 100 percent, in the North Sea 150 percent. In Holland and France the Nazis are trying to get crews by a mixture of coaxing, shanghaiing and terror; in Norway Kauffmann's agents apply pressgang methods, but in vain.

Recently, too there has been trouble between the monopolistically inclined Hamburg shipowners and their rivals in other German ports. The mass-bombing of Hamburg brought disunity among the German shipowners. When the Hamburg "Gauleiter" became Reich Commissioner for Shipping just over a year ago, powerful Hamburg shipowners saw to it that their business connections with the Gauleiter were rewarded by adequate preferential treatment.

### SHIPOWNER INTRIGUE

Protests began to pile up. In September 1942, Kauffmann was forced to declare that although he represented Hamburg he would look after the interests of all shipping circles, in an "objective manner." He broke his promise. In January 1943, the shipowner Alfred Boehmaker called upon his fellow citizens of Bremen to resist the attempts of "certain circles" to discourage traffic to Bremen.

Bickering finally forced the Ministry of Transport to step in. A few weeks ago Hamburgers read in their newspapers that a certain Dr. Guenther Bergemann had been appointed Ministerial-

Direktor in the Ministry of Transport, and head of the Shipping Office.

The "Hamburger Fremdenblatt" reported that Bergemann was a Civil Service official who specialized in foreign trade and exchange, and implied that he had little experience in shipping matters.

Bremen's intrigue had succeeded. A first class-row was on between the contending factions of German shipping, when Allied mass-bombardments destroyed the harbors of Hamburg and Bremen.

## Personals

**SALVATORE, FRANK**  
 Write your mother, she is worried about you. She is at 185 Bay Village, New Bedford, Mass.

The following brothers have mail waiting for them in the New York Hall:

- Becker, Harry
- Blake, Gilbert D.
- Boehin, John J.
- Brassard, Joseph
- Butters, Charles S.
- Carrol, Frank
- Chamberlayne, Frank W.
- Childers, L. L.
- Christensen, R. Martin
- Considine, John
- Coggins, Jacob H.
- Crusenberry, T. E.
- Daniels, Rupert
- Davis, Ray
- Drozda, Mike
- Francis, F.
- Garth, A. G.
- Gidzinski, John
- Gonzales, Ramon E.
- Gonzalez, M. A.
- Graham, Robert
- Hamby, Clyde
- Hamilton, Harold
- Hamilton, Louis E.
- Hammond, H. E.
- Hornsby, Guy, Jr.
- Jackson, Melvin
- Kath, Chas. H.
- Kornofski, J. R.
- Kreutz, Herbert R.
- Landron, Juan R.
- Loomis, Verne DeWitt
- Maddox, Chas. W.
- Martin, Chas. E.
- Marshall, Andrew
- Rehko, Clifford
- Rodriguez, Jose F.
- Schuster, Rob
- Simmons, William F.
- Stevens, Rob C.
- Sumski, Ben W.
- Tanner, Herbert L.
- Teschke, Walter
- Thompson, Preston R.
- Weston, William
- Wolfe, Paul

## KEEP CLEAR WITH YOUR DRAFT BOARD

By observing the following simple instructions you will continue to receive deferment from military service. Fail to observe these rules and you may wind up in the army.

**WHEN SIGNING ON:** Give the clerk or skipper all the information necessary to fill out RMO Card No. 47 (Green Card).

**WHEN SIGNING OFF:** See that Card No. 48-A is properly filled out by skipper or clerk.

Ship out before your allotted time ashore has expired. If you have not yet filled out the Green Card, contact your draft board and let them know that you are sailing.