

**SECURITY  
IN  
UNITY**

# SEAFARERS LOG

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



## FLASH!

*New Orleans—Stalinist frame-up case has blown apart. Dean, Nobles, Schefstad and Schriener found not guilty by Trial Judge. This kills case for all time.*

## WAR BOARD KNOCKS DOWN SEAFARERS' REQUEST FOR AN INCREASED ALLOWANCE

The S.I.U. has been attempting to obtain increased clothing and personnel effects allowance for shipwrecked seamen. This claim has been disallowed by the Maritime War Emergency Board.

The following exchange of correspondence between Secretary-Treasurer John Hawk and the Board, explains the Unions reasoning in making such a request.

June 2, 1942

Maritime War Emergency Board  
Edward Macauley, Chairman  
John R. Steelman,  
Frank P. Graham,  
Department of Commerce Building,  
Washington, D. C.  
Gentlemen:

The Atlantic and Gulf District of the Seafarers' International Union of North America has requested me to communicate with you regarding the elimination of that part of Decision No. 3 dated January 20, 1942. Section (a) (ii) reading as follows "Quote" (including department heads) receiving a basic wage in excess of \$120 per month, the sum of \$250, and (iii) if an unlicensed member of the crew (in-

(Continued on Page 4)

## On Raft 32 Days; S.I.U. Man Saved

Brother Jules Souza tells a story of horror and hardship that has seldom been equaled. He was adrift on an open life raft in the South Atlantic for 32 days after this ship had been sunk by three Nazi submarines. In those long agonizing days, he saw one after another of his companions go crazy and dive into the sea.

It was Souza's first deep-water voyage and he was sunk at 10 P. M., April 16, only thirty-six hours after sailing from a Middle Atlantic port.

Souza told of the deaths of the chief engineer and a fireman after a week on the raft and then how his remaining companion, a seaman, died the night before his rescue. He was rescued May 18 by a British freighter on her maiden voyage.

The first submarine fired an incendiary shell at the unarmed ship from close range. The shell ripped through the bridge and the captain's quarters. A second, explosive, shell wrecked the radio room. Then two other submarines appeared and the pack fired upon the blazing ship until it sank an hour

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## Examine 'Liberty' Ship; Quarters Are Not Well Planned

Well, we got one of the Liberty fleet, and after all hands were done giving it the double O, several things hit you right between the eyes. First, whoever laid out the quarters must have a suite in the Waldorf Astoria, he sure took care of John Work-ox. Of course, we hear the same old story "there is a war on"—"the men must be prepared to stand some discomfort," etc. I would very much like to make a trip with the designers in the Oilers' room, if possible coast-wise where there is more chance of disturbing the gent's sleep. We sent some hand-picked oilers down to that ship and when they looked over the quarters they all turned around and headed for the hall. Four men in a room, just the right size for two, the room is a corner room so rigged that two men could not get dressed at the same time. This, mind you, for oilers on an up and down job. And a hot one at that.

To help things along, the ladder scheme on the ship is the answer to a paperhangers prayer. In an

(Continued on Page 3)

## I.T.F. ACCEPTS S.I.U. AS AMERICAN AFFILIATE

A.F.L. Delegate



Morris Weisberger, a Vice-president of the Seafarers International Union, will represent AFL maritime workers at the Conference called in London this month by the International Transport Workers Federation.

The Conference, which will be attended by delegates from the majority of the countries of the world, will attempt to improve the working conditions and security of all seamen the world over.

## LEWIS AND MURRAY LAUNCH OPEN WAR

The estrangement between John L. Lewis, president of the United Mine Workers, and Philip Murray, president of the C.I.O. burst into open warfare this week. Forces on both sides prepared for a "knock-down and drag-out" battle that is likely to rock the C.I.O. to its foundations.

Hostilities approached the breaking point last week when the executive board of the Mine Workers dropped Murray from the vice presidency, on the ground that his acceptance of the salaried presidency of the United Steelworkers of America made him ineligible for office in the U.M.W.

That action was followed by bitter exchanges between Lewis' international policy committee and the executive board of the C.I.O., both of which met in Washington a few blocks from each other.

Lewis' group took steps toward secession from the C.I.O. by adopting a resolution declaring the Mine Workers would withhold per capita tax payments to the C.I.O. until it

(Continued on Page 3)

LONDON—ITF—Affiliation of the Seafarers International Union of North America (A. F. of L.) and the Australian Maritime Transport Council with the International Transport Workers' Federation was approved at a meeting of the Management Committee of the I.T.F. in London.

The meeting was presided by John Marchbank, general secretary of the National Union of Railwaymen of Britain and executive chairman of the I.T.F., and attended by C. Jarman, secretary of the National Union of British Seamen, A. Deakin of the National Transport and General Workers' Union, and other members. Acting general secretary J. Oldenbroek, presented a detailed report on the negotiations preceding the affiliation of the two organizations, and on conditions of seamen and maritime workers in both countries.

The membership of the Australian Maritime Transport Council numbers 8,000 and of the Seafarers Int. Union 40,000.

Simultaneous with the action of the meeting of the I.T.F. Management Committee in London, the Executive Board of the Seafarers International Union of North America in San Francisco, Cal., affirmed affiliation with the I.T.F. and the terms as agreed upon by representatives of both organizations. President Harry Lundeberg informed the American Office of the I.T.F. of the action of the Executive Board, which carries a unanimous resolution of the recent Convention of the S.I.U. in favor of affiliation into effect.

The International Transport Workers' Federation, established in 1896 in London and reorganized in 1919 after the first world war, is an association composed of unions of railwaymen, seamen, longshoremen, tramway and motor drivers, and other transport workers throughout the world. The Federation has some 80 affiliates in all five continents and practically all countries of the globe. Present mem-

(Continued on Page 4)

## In Memory of These Brothers Lost At Sea Due To Enemy Action

- |                            |            |
|----------------------------|------------|
| P. J. CARNEY .....         | Oiler      |
| JOHN O. STEWARD .....      | Chief Cook |
| ARTHUR J. LYONS .....      | Oiler      |
| LESLIE DENNIS CALLAHAN ..  | Fireman    |
| JUSTO CAMACHO .....        | Messman    |
| SANTOS CAMACHO .....       | Messman    |
| WARREN WILSON .....        | A.B.       |
| EMILIANO ARCAJ .....       | A.B.       |
| MICHAEL BRAEMERT .....     | A.B.       |
| MICHAEL DE VITO .....      | Oiler      |
| MICOZYSLAW TYSKOWSKI ..... | Bos'n      |
| HERBERT HODGES .....       | A.B.       |
| ALFRED TAYLOR .....        | A.B.       |
| WILMER FOX .....           | A.B.       |
| JOHN BAGLEY .....          | A.B.       |
| ROBERT COREY .....         | O.S.       |
| BRUCE LUPTON .....         | O.S.       |
| WILLIAM MALONE .....       | Utility    |
| OTHO BROUSSARD .....       | Oiler      |
| DEWEY SAUNDERS .....       | Oiler      |
| WILLIAM FAIRMAN .....      | Oiler      |
| VAY BRILL .....            | Fireman    |
| ANGIE LECTORA .....        | Fireman    |
| SCRIP D'OLIVE .....        | Fireman    |
| PETER CALBRAITH .....      | Steward    |
| MANUEL NOBLE .....         | Chief Cook |
| JOHN KOOL .....            | 2nd Cook   |
| OLIVER DOVER .....         | Messman    |
| JOE MCGILLICUDDY .....     | Messman    |

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 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

**HAPP'NINGS AT HEADQUARTERS**

By HARRY COLLINS

Well, here we go again. I'd like to say a few words about the draft situation because a lot of the boys take it entirely too lightly. Seamen are deferred, even wipers and messmen and ordinaries, but the Government does require that you register and keep your draft board informed about your movements. Some of the boys have failed to do this and have gotten themselves in a jam.

In Mobile the other day we got a letter from a brother who is in the clink. His draft board had him arrested for shipping out without getting their permission. This brother was under the impression, as are a lot of others, that all he had to do was write his board a letter and then forget about it. This is not the case. There is a big difference between writing your board and telling them you are off for the deep, and writing and asking their permission to sail. In other words, all men should be careful to see that they obtain a formal deferment from their local boards before shipping out.

Often times the draft boards

put the heat on the Headquarters office to discover where the men are. It is practically impossible for us to know where all the men are nowadays. It is up to each individual to keep his own affairs straight with the draft board. So if you'll take the time and trouble to heed the advice we have offered in this little note, maybe you'll be happier and wiser for it.

Now a little about clothing. The average seaman carries quite a wardrobe and in most instances it is far more than the \$150 that is allowed under the law. So we suggest that all seamen, before signing on, make out an itemized list of his clothing and personnel effects. Put the price down after each item. List your ring or watch or false teeth or fountain pen. If you are chief cook or carpenter, list your tools. Be sure you present this itemized list to the company and keep one copy for yourself. Then if anything happens and you lose your belongings, the union will have a list to go by and be able to win for you compensation for their real value.

**Out of the Focs'l**

by  
J. L.

We are informed that Ziek Rembert is one of the five STEWARDS, who are detained in Bermuda, because of a fracas with some soldiers ashore. We hope they will soon be released.

△ △ △

The ACADIA crew is back in New York again. It is to be made over into a Hospital Ship . . . Worthmore (Pete) Dobson was in to say Hello. He informs us that George Glassing is now a Purser. Nathan Dixon is back in town again. We notice that Singing Sam Thompson, (with the deep baritone voice) is not shipping these days. Deep Sea Watkins has been ashore for over a month. Bro. Lopez has recovered from his operation and is putting on weight. Bro. Graham, No. 361, is slowly recovering from his injury sustained aboard a torpedoed vessel. He's anxious to get going again.

△ △ △

Our sincere condolences to Jimmy De Voto upon the loss of his brother Michael through enemy action. Both brothers, Justo and Santos Camacho have been lost. The ship that Arthur Hall sailed on is overdue. It is reported that Viggo (Three Feathers) Holton is also missing. The gang at the Eastern Restaurant will sure miss them.

△ △ △

**DON'T FORGET THE PARADE THIS SATURDAY . . . EVERYBODY OUT.**

**HALF OF AMERICAN WORKERS  
EARN LESS THAN \$800 YEARLY**

**Only 11 Out of 100 Pay Envelopes Provide  
Minimum Family Subsistence, Census  
Bureau Report Reveals**

In 1939, the 38,322,420 wage and salary workers in the United States had the low "median" income of \$800. The median income of 27,458,200 men workers was \$967, and of 10,864,220 women workers was \$540.

Those are some of the facts in a brand new kind of report published this week by the Census Bureau. The bureau obtained the facts, for the first time in history, when its "enumerators" went from door to door in 1940 asking a question they had never asked before. That question was: "How much wage or salary income did you receive last year?"

The low income figures revealed by this careful nation-wide canvass by the experienced Census Bureau convincingly confirm the facts disclosed by many other government and non-government surveys.

The report contains several detailed tables of figures. One table shows the percentages of the 38,322,420 workers who received incomes of various amounts.

Only 1 per cent received \$5,000 and over, only 0.5 per cent received from \$4,000 to \$5,000, only 1.9 per cent from \$3,000 to \$4,000, and only 2.1 per cent from \$2,500 to \$3,000. Adding these figures, only 5.5 per cent, or about 1 of each 20, had a wage or salary income over \$2,500.

**Strike-breaker Is  
Fined By Court**

New York City.—Pearl L. Bergoff, 68 years old, who for thirty-five years conducted one of the most extensive strike-breaking organizations in the country, was fined \$500 in Special Sessions. He paid it to avoid serving a thirty-day workhouse term on his recent conviction of operating a private detective agency without a state license to furnish strike-breakers and guards. His license had been revoked in 1935 because of irregularities.

Justices Hoffman and Koziack voted the fine, while Justice Wiboldt voted for a flat six-month term. The three justices also imposed an additional one-year penitentiary term on Bergoff, but suspended its execution.

They ordered fines of \$100 each or thirty days in the workhouse for Bergoff's brother, Leo, 62, and Bernard Haas, 61, holder of the license for the Modern Investigating Bureau, 1834 Broadway, through which Bergoff conducted the strike-breaking. The justices also fined the bureau \$500 but suspended sentences on Lew Cohen and Edward Graff, who had pleaded guilty and testified for the prosecution.

**Fink-herder Is  
Finally in Line**

WASHINGTON, D. C. — A corporation with the longest continuous history of "union-busting" in the United States—the Brown & Sharpe Manufacturing Company of Providence, R. I.—was ordered by the National War Labor Board to sign a "union security" agreement with the International Association of Machinists.

Throughout its 109 years of existence, this company, the world's biggest maker of machine tools, had operated an "open shop" and by ruthless methods smashed every effort of unions to organize.

Several months ago, the Machinists finally cracked this anti-union fortress, winning a National Labor Relations Board election among the firm's 10,000 employees by an 80 per cent majority.

**Musician Union  
Offensive Against  
Juke Boxes**

Dallas, Texas — James C. Petrillo, president of the American Federation of Musicians, told the national convention of that organization, that effective Aug. 1 the union would ban the making of transcriptions or recordings by its 140,000 members, except under certain conditions.

"We will make records for home consumption, but we will not make them for juke boxes," Mr. Petrillo said. "We will make them for the armed forces of the United States and its Allies, but not for commercial and sustaining radio programs.

"We will make them at any time at the request of our Commander in Chief, the President of the United States."

Mr. Petrillo told 700 delegates that on Oct. 1, 1941, the executive board adopted a resolution that recording be discontinued and left him full power to act.

**PERSONALS**

WILLIAM GALE:

Your sister and brother-in-law have moved to Forest, Indiana, R. R. No. 1.

THOMAS C. AIONA:

It is important that you communicate with the following party: A. M. Anderson, Supt. of Claims, American Surety Company, New Orleans.

**DO NOT SHIP**

R. Petersen . . . . . Permit 7665

**Remember!**  
The S.I.U. is leading  
the A.F.L. section of  
parade on Saturday.

**A WORD WITH**

*Sister  
Dillon*

This is the last regular column that will be written by Sister Mae Dillon. She is resigning to take a long needed and well-earned rest. She will be greatly missed, not only by the boys laid up in the hospitals, but by all the brothers who know her from many years at sea and in the Headquarters Office. Her unfailing good humor, her warmth and sympathy to a guy when he is down, and her steadfast devotion to the SIU are going to be missed by the entire membership.—Editor.

Last week I visited all the hospitals as usual. Authur Hymes is still a very sick guy and is back in the oxygen tent. He sure has had a tough time. Jim Daly is coming along fairly well. Old man Jensen is about ready to get out of Ellis Island. One of the SIU torpedo victims, Joe Radinak, has been in Staten Island for the best part of a year. He's coming along, but slowly.

John Novak, SUP No. 2038, discharged himself from the Marine where he has been about a year. He tells me he is going to Ft. Stanton. John Mullican came back from Fort Stanton last week. He sure looked fine. He has been in the hospital since November, 1940, so you can imagine how swell he feels on getting out. He immediately put his name on the shipping list. He has probably gone out by now. Good luck Jack!

Nice letter you sent to the Editor, Sgt. Wilson. Many thanks. Believe me when I say that I get a big kick out of my feeble efforts. I wish I could do a lot better. I hope you haven't any beefs up there in the camp. How is overtime? Well, all the best wishes.

I had a letter from our old pal and brother, Arthur Gresham. He had to go to the Hospital at Fort Stanton, New Mexico, and he hitch hiked all the way out there. If we had only known about it here we would have raised the money for his trip. Here is his letter.  
Dear May:

I arrived here Friday 29, after being on the road six days. Believe it or not, it only took four rides to get me here. I had a nice trip. I looked around here but could only find two of us that belonged to the SIU. There were several SUP brothers, however, and I'm listing their names so any shipmates can drop them a line.

Please write to me soon.

Fraternally,

Arthur Gresham.

P.S. Here is the list:

- SFU. A. L. Gresham, A5978
- G. H. Gleason, G49
- SUP. Elmer B. Coon, 3186
- F. J. Allen, 3088
- H. Carlson, 3014
- S. Shakes, 4883
- F. Lauruschkat, 3023
- W. Walsted, 2165
- J. Ennis, 1412
- L. D. Stanford, 5159
- W. D. Johnson, 3590
- J. Dooley, 1931

**WHAT'S DOING**

**Around the Ports**

**TAMPA**

By  
D. L. PARKER

The port of Tampa has begun to come to life again. We are getting quite a few ships in, and there is a big turn over in all departments. Our trouble is getting replacements for the various ships.

I was down in Port Everglades this past week, and believe me I had one busy time. Had three ships to pay off the same day and there was a ship load of beefs to take care of. I am running from one to the other, until my head was doing the merry-go-round.

After three days I finally got things straightened out to the satisfaction of all concerned.

Well, I suppose that the P & O boys are crying in their beer now since the Navy has taken over the two remaining car Ferries. Oh, well, they will have a chance to sail on water that they can't wade in. We are getting quite a few of them here and believe me we can use them.

We had quite a set too on the S.S. .... The Captain must have been reading about the episode of Captain Bly in the good old days when the ships were built of wood and Iron men sailed them.

I went aboard this ship last Monday morning, and Lo and Behold I found something on the Bulletin Board that was a surprise to me. Tacked upon that board was a missive that read, "Any one caught defacing this notice will be given bread and water, also bound in chains until the ship reaches the first port where the guilty one will be turned over to the Naval authorities." It seemed that some one had left his cot out on the poop and during the night the wind had blown it against something that was sharp and the results was that a hole was torn in it. The old man laid the blame on one of the men, and this notice posted on the board was the results.

This ship needed a crew very badly so we shipped them and on arrival to the ship that is what they saw. And believe me they came back to the hall in a hurry. I went to the ship and called Mr. Wheeler to meet me there, so when we got together I asked him and the Old man to come in the crew's mess room and showed it to the both of them. I told the Old Man that until he got this thing disposed of and got off his high horse that I didn't believe that he could get a crew for her.

He told me that he would be damned if he would take it down and that he meant everything that was written on it. Then we had Hell and I told him that I would not sail with a S.B. of his kind then he said that if I was on that ship and did anything like destroying that paper he would blow my brains out. So I informed him that it would work two ways.

I went ashore to call Bro. Biggs

down and by the time that I came back the whole damn thing was among the missing.

It seems to me that some of these gold braids are taking advantage of their authority that they have due to the war situation.

We as seamen have given our whole-hearted pledge to sail these ships without any hinderances of any kind, knowing that we may never see the port that we left again. And I don't see why we can't be treated with some consideration.

Brother Gator Roberts is still on the Beach, and from what I understand he is teaching quite a few of the Gals the Gator slide waltz.

From what some of the boys say he can't go to sleep in a bed unless it has some mud from the Hillsborough river on it.

Bro. Wild Bill Hicock (Bill Alderman) the answer to a maidens' prayer, has taken over the Gator den on Marion street. I wonder how come??

**PHILADELPHIA**

By  
JOSEPH FLANAGAN

Dull are these tepid days, in the fair metropolis of brotherly amour. However, every once in a while something, or someone, tries to disrupt this blissful solitude.

One of the latest of such is, "Get Going Sampson," who was a

**Van Arsdale Loses Fight On Sentence**

Harry Van Arsdale Jr., business manager of Local 3, International Brotherhood of Electrical Workers, A. F. of L., whose conviction on riot charges under a rarely invoked statute was believed to be without precedent in the history of labor disputes in this State, lost his fight to upset the verdict, when the Appellate Division in Brooklyn sustained the conviction in a three to two decision.

The court also upheld the conviction of Charles Mangano, a night shop steward for the same union, who was convicted of charges of coercion in connection with strike picketing. Van Arsdale was sentenced to serve one to two years in Sing Sing Prison and Mangano was sentenced to serve four months in the workhouse, but both were released on certificates of reasonable doubt pending the appeal. Two other members of the union were convicted of simple assault, were fined \$250 each and did not appeal.

**CORRECTION!**

In the last issue of the Log, C. Bosvald, No. 1850 was listed as being suspended for 6 months. Brother Bosvald has been suspended from shipping on Calmar ships only. He is entitled to ship on all other lines.

guest of the state for a short spell. After receiving his honorable diploma, he wends his weary way to our hall for the sole purpose of disrupting the agent's day dreams. Wouldst, that a rust bucket would take this vulgar person and sail away.

However, happy moments emerge into our drab existence occasionally. For instance, the arrival of the famed, "long drawers McKeefrey," author of the famous telegram which read, "Made it," on the completion of his perelious journey to the wild trackless wastes of North Phila.

The whispering wind discloses, that our now defunct dispatcher, Brother Lester Van Horn, has succeeded in bluffing the Government into giving him a paymasters job. What mistakes will our benevolent government make next? However, we hope Van will carry on in his new job, as well as he did for the Union.

A representative of the War Shipping Administration came here one day this week and discussed ways and means to better the morale of the seamen. Many suggestions were made. Chief amongst them was to make the shipowners stop undermining the morale of the men through their cheap chiseling tactics. Many concrete concrete proposals were made, which, if carried through, will aid greatly toward this end.

**LEWIS AND MURRAY LAUNCH OPEN WAR**

(Continued from Page 1)

had met certain conditions.

These were: Recognition of a \$1,680,000 advance for organizing purposes as a "loan" to be repaid, cession of attacks on District 50, the "catch-all" division of the U. M. W., which has been taking in dairy farmers; and renewal of peace conferences with the A. F. of L., with Lewis heading up the C.I.O. peace committee.

Lewis' committee also blasted C.I.O. attacks on District 50 as "treason to the principles of labor."

Both Murray and the C.I.O. executive board replied in blistering language.

—Labor

**PROFITEER HOLDUP IS CLOSING PLANTS**

Plants in many parts of the country have been closed down because dealers in fats and oils are keeping those products off the market, with the object of obtaining higher prices.

That charge was made this week by Leon Henderson, price administrator, who declared large stocks of fats and oils have accumulated unused in the country's storage tanks.

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

**Secretary-Treasurer's Office**

Room 213 — 2 Stone Street, New York City  
P. O. Box 28, Station P Phone: BOWling Green 9-6346

**DIRECTORY OF BRANCHES**

BRANCH	ADDRESS	PHONE
NEW YORK	2 Stone St.	BOWling Green 9-8945
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BOSTON	380 Atlantic Ave.	Liberty 4057
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GALVESTON	2014 Market Street	Galveston 2-8043

**Examine "Liberty" Ships; Quarters Are Not Well Planned**

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emergency it would be pure hell for the black gang to get out. On the engine room fiddle upper grating there is a tie in L beam which holds the top grating. This comes over the ladder in just the right spot so that any men over five-foot-four will get bumps all over his noggin to hand his cap and sweat rag on.

On deck there are some mistakes because they seem to be designed for working cargo. Decks are all nice and clear, plenty of pad-eyes in the right spots, jumbo big enough that the work-goofy type of Mate can't be having the boys strip and rig all the time. Nice big hatches and if we get good Bos'ns aboard the scows to run the Engineers when they try to steal the deck houses, there is plenty of gear space without having to organize a safari every time you need a shackle. And believe it or not, at last we have ships built where we have a place to stow away a gangway without having to shift a lifeboat or two each time.

They state that it is easy to criticise but hard to advise. Well, for a dime here is the answer to making a good ship out of these. Rearrange the ladders to the engine room so a man has a straight shot at coming out of there. Make sure that there is head-room for coming up and down, this can be done by using about 3 feet more L frame and trying fore and aft instead of thwartships. In the fire-room, where things are so hot, shift the gauge boards so that the man can see both his water and his gauges from the vents so that when he has a chance for a blow he can take it without having to run all over the fireroom to keep things under control. About the quarters, the wipers and the guncrews are installed in the biggest rooms on the ships for the unlicensed. We don't holler about these lads having good quarters, in fact we want them to have them. But after all, on these ships the oilers are the ones that do the work. The only way that we can forgive the designer of these quarters is for him to sail in them.

Regards the stewards department, the messrooms are O.K., the galley is lousy. Every thing within

reach if you stand ten foot four and arms in proportion. They have a bench system worked out that gives plenty of bench space but to get from his work bench to the store room, to serve, ye old cook has to walk all around his galley. On a rolling ship this makes a lot of difference.

The old coal burning stoves are back with us, believe it or not. Now the old cooks, who blow their tops about the oil, will have no excuse. The installation of a big exhaust fan, and the burning off of weld the shipyard workers put on the skylights, make the galley livable and not too bad.

So all in all, if the Maritime Commission will listen to the boys that sail the ships, and make the few needed changes in the ones now under construction and remedy those already built, we shall have ships that the men won't mind taking a chance on. After all, when you figure the number of men that have been lost and that will be lost you can see that we are not asking too much.

"Army"

**Electricians Strike Air Field**

The strike of 250 electricians, members of Local 3 of the Electrical Workers Union, A. F. of L., at Floyd Bennett Field, which has tied up naval aviation construction for eleven days, was called off last night by the union's executive board in response to a request by the War Labor Board. The men will return to work this week.

**Railway Labor Panel Created**

WASHINGTON, June 9 — President Roosevelt has appointed the nine members of the National Railway Labor panel which was authorized by Executive order on May 22.

The panel will be an emergency board from which three members will be called on to investigate and report to the President on any dispute between a rail carrier and its employes, and which the National Mediation Board has been unable to adjust.

## WAR BOARD KNOCKS DOWN SEAFARERS' REQUEST FOR AN INCREASED ALLOWANCE

(Continued from Page 1)

cluding department head) receiving a basic wage of \$120 per month or less. "Unquote".

Section (b) (ii) reading as follows "Quote" (including department heads) receiving a basic wage in excess of \$120 per month, the sum of \$350, and (iii) if an unlicensed member of the crew (including department heads) receiving a basic wage of \$120 per month or less, the sum of \$250; provided, that if such loss or damage shall have occurred on a voyage commencing subsequent to January 31, 1942 no amount in excess of the respective amounts specified in subdivision (a) hereof shall be paid unless the officer or crew member suffered such loss or damage shall prior to the departure of the vessel from the port at which such voyage shall have commenced or at which such officer or crew member shall have signed on, have delivered. "Unquote".

A redraft of Decision No. 3 (a) and (b) with the requested deletions and additions is enclosed.

Maritime War Emergency Board Decision No. 3 Suggested revision on paragraph (a) and (b).

(a) In the event of total loss of or damage (equivalent to total loss) to the effects of any licensed officer or unlicensed member of the crew resulting from risks of war or war-like operations, such officer or crew member shall be paid, as reimbursement for such loss or damage, (i) if a licensed officer, the sum of \$300, (ii) if an unlicensed member of the crew, the sum of \$150.

(b) In the event that any such officer or crew member shall establish that the actual value of his effects so lost or damaged is in excess of the applicable amount specified in subdivision (a) hereof, he shall be paid the actual value thereof but not in any event exceeding (i) if a licensed officer, the sum of \$500, (ii) if an unlicensed member of the crew, the sum of \$500. From this date on such officer or crew member upon signing articles shall deliver to the Master for approval and deposit with Owner's representative in said port, a signed statement setting forth an itemized list of his effects, and showing that the actual value thereof is in excess of the applicable amount specified in subdivision (a) hereof.

The amendment to Decision No. 3 dated January 20, 1942 is requested by the members of the unlicensed personnel of the Atlantic and Gulf District of the Seafarers' Int'l. Union of N. A., for the following reasons, the basic wage paid a member of the unlicensed personnel should have no bearing on the amount paid in reimbursement for the loss of personal effects. (a) a minimum amount is established as per Decision No. 3 Section (a) and a maximum amount is established in Decision No. 3 Section (b) providing that a member of the unlicensed personnel shows actual proof of the value of his personal effects. e.g. the lopsided manner in which this decision operates is graphically demonstrated in the case of a ship's carpenter who carries with him many valuable tools. If a carpenter receives a basic wage of \$120 per month or less, he is entitled to reimbursement up to the amount of \$250. On the other hand, if he receives a basic wage of \$121 per month or over, he is entitled to reimbursement up to \$350. The point being that the value of his tools remains the same, regardless of his wage scale. By tying his reimbursement to his wages you work a hardship upon the man who has invested, in many cases, more than \$500 in his working tools and personal effects. Another example: A cook, who also carries his own tools, but in most instances of lesser value than a carpenter's tools, is allowed reimbursement up to the amount of \$350 for the simple reason that his basic wage exceeds \$120 per month.

Under the requested amendment, a member of the unlicensed personnel, regardless of his basic wage, will be reimbursed up to the amount of \$500 upon submitting proof of the loss of personal effects.

Will you kindly take the above under consideration and communicate with Mr. Matthew Dushane, our Washington Representative, located at the Hotel Harrington, regarding your decision.

Very truly yours,

JH:MS

JOHN HAWK, Sec. Treas.

June 8, 1942

Mr. John Hawk  
Secretary-Treasurer  
Seafarers International Union of North America  
P. O. Box 25  
New York, New York  
Dear Mr. Hawk:

This will acknowledge your letter of June 2, 1942 on the subject of allowances for personal effects, addressed to the Maritime War Emergency Board.

The Board has considered the argument made in advance by the Atlantic and Gulf District of the Seafarers International Union of North America on the subject of allowances for personal effects and has deemed it inadvisable to change the amounts listed in Decision No. 3 and the amendments thereto.

The Board has consolidated all of the amendments of Decision No. 3 under one cover, copy of which will be mailed to you shortly.

Sincerely,  
ERICH NELSEN, Secretary

## I.T.F. ACCEPTS S.I.U. AS AMERICAN AFFILIATE

### On Raft 32 Days; S.I.U. Man Saved

(Continued from Page 1)

Two lifeboats got away with most of the crew. One of the last men to leave the ship, Souza fell into the sea when a machine gun bullet cut the line on which he was lowering himself to the raft. The chief engineer, a fireman and a seaman had launched a raft, and Souza joined them.

"We were happy to see the ship go down," he said, "because the flames lighted the sea and we were in danger every minute of machine gun fire from the submarine."

The first morning they sighted the two lifeboats, but apparently those aboard failed to see the raft.

The chief engineer died within a week. Just before his death he became crazed from cold and exposure and threw about half of the provisions overboard and spilled much of the fresh water before he could be subdued. The fireman died soon after the chief engineer.

Days and nights of horror for Souza and his remaining companion were marked by further disaster. Twice Souza was thrown into the sea by the violence of the waves, but both times he was able to swim back to the raft. Several times they were menaced by whales and sharks, and once a whale dived directly under the raft.

Souza's last companion died or became crazed and jumped overboard only the night before the rescue.

### DIDN'T SEE FINAL TRAGEDY

"I must have been dozing when it happened, because I don't know just how or when we went," Souza said. "He was in pretty bad shape anyway and I doubt if he could have survived. He kept saying he was going to see his mother, and I believe he jumped overboard."

They had run out of water about ten days before the raft was sighted. The younger seamen had drunk seawater and five days before the rescue, Souza, too, drank salt water. The latter was still conscious when he was lifted from the raft. He had seen the rescue vessel and attempted to stand up and wave but he was too weak. He was badly burned from the sun and wind and his clothes were in tatters.

When Souza signed on for the voyage he weighed 190 pounds and when he was taken off the raft he weighed 110 pounds.

As a result of his experience, it has been suggested that life rafts should be provided with a prow and that a rudder and a leg o' mutton sail should be lashed on them. Souza explained that the sail would help to attract attention and that any kind of progress would keep up the spirits of the castaways. He believes that in many cases the chances of reaching shore would be increased and lives saved.

(Continued from Page 1)

bership exceeds two million, notwithstanding the fact that fascism and the subsequent destruction of the free trade union forces of Italy, Germany, Austria and other countries have cut deeply into the ranks of the International.

The outbreak of the second world war and the occupation of the Netherlands, where headquarters of the I.T.F. were located, led to the transfer of the Federation to England. German arms destroyed the independence of the countries of continental Western Europe, whose unions however, remained affiliated with and active in the transport workers' movement. This is particularly the case with the seafarers' unions of Belgium, Denmark, Holland, Norway, Yugoslavia, Poland, Greece, and free France.

The transport workers' unions of the following countries are affiliated or maintain close relations with the I.T.F.:

Algeria, Argentine, Australia, Austria\*, Belgium\*, Bolivia, Brazil, Bulgaria\*, Canada, Chile, China, Cuba, Czechoslovakia\*, Denmark\*, Dutch East Ind.\*, Dutch Guiana\*, Ecuador, Egypt, Eston-

ia\*, Finland, France\*, Germany\*, Hungary\*, Iceland, India, Indo-China, Ireland, Italy\*, Japan\*, Kenya, Latvia\*, Luxemburg\*, Madagascar, Mexico, Morocco, New Zealand, Nicaragua, Norway\*, Palestine, Poland\*, Portugal, Rhodesia, Rumania\*, Spain\*, South Africa, Sweden, Switzerland, Trinidad, Tunisia, United States, Venezuela, Yugoslavia.

\*denotes occupied by enemy or under totalitarian rule.

International headquarters of the I.T.F. are in London, and Kempston, Beds., England. Members of the Management Committee are John Marchbank, General Secretary, National Union of Railwaymen of Great Britain, chairman; C. Jarman, General Secretary, National Union of Seamen of Great Britain; A. Deakin of the National Transport Workers' Union of Great Britain, who took Mr. Ernest Bevin's place, now Minister of Labor; Edo Fimmen, General Secretary, I.T.F., now on sick leave; J. Oldenbroek, Asst. General Secretary, I.T.F.; and representatives of other countries.

The American office of the I.T.F. is located at 21 Pearl Street, New York, N. Y.

## Labor Union Front

### Committee Tables War Job 'Freezing'

WASHINGTON, June 9—The Labor-Management Policy Committee of the War Man Power Commission tabled today a proposed directive which would "freeze" war workers to their jobs to stop the "pirating" of labor by companies offering higher wages.

The action to put off further consideration of the order was taken on the initiative of Walter P. Reuther, a labor member.

### 350 Quit Lewis Union For Murray-Led Unit

EDGEWATER, N. J., June 9—Charles Davey, former president of Local 12117, United Mine Workers, consisting of 350 employees of the Spencer-Kellogg & Sons Linsed Oil Company, here, announced today that the union had given up its affiliation with the John L. Lewis-dominated U. M. W. to become Local 12065 of the Gas, Coke and Chemical Workers Union, C.I.O., a faction led by Philip Murray, president of the C.I.O.

### Pittsburgh Walkout Closes A. & P. Stores

PITTSBURGH, June 8 — Ten Atlantic and Pacific supermarkets in the East End and Squirrel Hill districts were closed today by a walkout of 400 miscellaneous workers in sympathy with a strike of 350 A. F. of L. bakers.

### Allis Chalmers Election

WASHINGTON, June 9—The National Labor Relations Board yesterday ordered an election held within 30 days among employees of Allis Chalmers Co.'s Lacrosse, Wis., works to determine whether they wish to be represented by the United Automobile, Aircraft and Agricultural Workers, CIO, or by the International Assn. of Machinists, AFL, or by neither.

### District 50 of UMW Leaves CIO

WASHINGTON, June 9—The breach between the C.I.O. and the United Mine Workers of America widened today with the announcement by the United Construction Workers Organizing Committee that it was severing its direct affiliation with the C.I.O. to become a division in District 50 of the U. M. W.

John L. Lewis' brother, A. D. Lewis, chairman of the construction workers, will direct their activities in the miner organization. In a letter announcing the change-over officials accused the C.I.O. leaders of "betraying" industrial unionism.

Technically, the construction workers will still be indirect affiliates of C.I.O. through the United Mine Workers. The U. M. W. has been declared delinquent for non-payment of per capita tax, but has not yet been expelled. For practical purposes, however, the estrangement is complete.