

REPORT FROM

Washington

by Matthew Dushane

Ruling On Aliens

Frank Knox, Secretary of the Navy, has issued new orders regarding aliens. I have been waiting for this order to appear officially in the Federal Register.

"The term enemy alien for the purpose of this part shall not include, (3) Former German or Japanese citizens or subjects who before December 7, 1941, in the case of former citizens or subjects and before December 8, 1941 in the case of former German citizens or subjects became and are citizens or subject of any nation other than Germany or Japan.

(signed) FRANK KNOX, Secretary of Navy

By this order men who were previously classed as enemy aliens are now free to sail as seamen, and fishermen can again go back to their regular calling.

Daniel Butts — Puerto Rico:

It certainly is a pleasure to get a case from one of our agents who is in the "Siberia" of the SIU. The Branch in Puerto Rico has never been called upon to send any fraternal delegates to any of our conventions due to the expense involved.

Brother Nicolas Samillano signed on the S. S. Major Wheeler in Puerto Rico in the month of January 1942. The ship was lost with all hands. Ships articles were also lost and the Shipping Commissioner has no other evidence of a man's employment other than that furnished by the Company.

Any further information will have to be had by contacting the agents for the Bull Line office in Puerto Rico. Good luck, Brother Butts and keep her steady as she goes.

War Emergency Board:

I have been advised that insurance policies for personal effects are for the ship that a man is signed on and that these policies do not cover any man if he is part of the crew and signed on as such.

In several decisions rendered by the Board, a man was torpedoed and was then repatriated on another ship. This ship was also sunk and the men being repatriated received two compensations for the loss of clothes, one for each torpedoed ship.

Some would-be wise jug in the insurance division of the WSA has found a loop hole that the insurance does not cover the second or third ships that a man may be torpedoed on, and intends to have a ruling that a man can collect for only the loss on one ship.

I contacted the State Department on Consuls repatriating seamen and the class of transportation that they are compelled to provide by law. I have been advised that they are to get the seamen back as soon as possible, if necessary use planes, and when they can get seamen back via sea, they are to be sent as per section 678—Title 46 of the U. S. Navigation laws, and come back as consul passengers.

I have also been advised that consuls are to supply seamen with clothes when they have been torpedoed and arrive in foreign ports and they are doing so at present in some of the ports. Seamen who have been torpedoed and are being repatriated as consular passengers do not receive any compensation for loss of clothes if the ship on which they are being repatriated is torpedoed.

(Continued on Page 4)

SEAFARERS LOG

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

VOL. IV. 280 NEW YORK, N. Y., THURSDAY, NOVEMBER 12, 1942 No. 36

2584 Merchant Seamen Dead or Missing

Casualties of the United States Merchant Marine, dead and missing, resulting from war action and reported to next of kin during the period from August 2, 1942, to Oct. 21, 1942, inclusive, totaled 283, it was announced this week by the Navy Department.

Merchant Marine Casualty List Number 2 brings the total of United States Merchant Marine casualties reported to next of kin during the period from Sept. 27, 1941 to Oct. 21, 1942, to a total of 2584. This figure is subdivided as follows:

Table with 2 columns: Category (Dead, Missing, TOTAL) and Count (442, 2142, 2584)

Churchill Lauds S.I.U. Men On Russian Run

It takes guts to make the Russian run. German subs and dive bombers are thick as flies and the merchant ships have to fight their way in and out of the Russian ports.

Wages Pile Up For Missing Seamen

Wages will be paid to all missing seamen until a certificate of presumptive death has been issued for them. A ruling to that effect was issued recently by Chairman Edward Macauley of the Maritime War Emergency Board.

Such payments include basic wages and emergency wages at the rate provided for in the ship's articles.

But despite this, SIU crews continue to man the ships and get the supplies through to the embattled Soviet Union.

This week two SIU ships returned to New York after 11 months on the Russian run. They had done their work so well and bravely that they had received letters of commendation from the British Admiralty, Prime Minister Winston Churchill and Admiral Land.

The following is the text of the letters which were attached to the bulletin boards of the two ships:

From: The Senior British Naval Officer, Archangel. To: Master and Crew of the S. S. (...)

The following message has been received from the First Lord of the Admiralty and Competent Naval Authorities: "We congratulate all ranks on their magnificent exploit in fighting Convoy Number (...)

(signed) S. B. N. O. Archangel

Captain W. E. Warnell S. S. (...)

My dear Captain: The Navy Department has passed on to us a special message received from the British Admiralty in London requesting that we convey their congratulations to the Master and crews of the merchant vessels concerned in the engagement with enemy forces during their recent voyage to a north Russian port when all concerned contributed to the spirited defense put up by the convoy under such arduous conditions.

Mr. Winston Churchill, the British Prime Minister, has particularly requested that he be associated with this message of congratulations. The Admiralty requested that this message be passed on to you as master of the S. S. (...) and through you to your crew. I should like also to offer my congratulations to you and your crew for excellent work you all performed during this encounter, which is a great credit to the United States merchant marine.

Sincerely yours, E. S. LAND

The SIU adds its words of welcome to these Brothers returning from 11 months of hell. We hope they can now enjoy a well earned rest ashore without being jerked around by the authorities, and without having some local draft board official snarl at them—"Get on a ship, you bum. You only joined the merchant marine to

W.S.A. Launches Another Crack Down On Seamen

(The following is the text of two Directives sent to shipowners and skippers by the War Shipping Administration. It is the same old cry about the insubordination of the unlicensed men. All Brothers should read the Directives carefully—because the beat's on.—EDITOR).

DIRECTIVE NO. 1

TO ALL GENERAL AGENTS AND AGENTS OF VESSELS OWNED OR CHARTERED TO THE WAR SHIPPING ADMINISTRATION

A frequent and most serious criticism of the American merchant marine has been the lack of discipline aboard ship, both at sea and in foreign ports. Lack of discipline and order aboard ship is intolerable. It cannot be allowed to continue.

The deterioration of the authority of the Master and licensed officers is the principal cause for the breakdown in discipline. It is essential that this authority be restored immediately and maintained.

All Masters have been instructed to report serious breaches of discipline to the operating agent of

the War Shipping Administration subsequent to the commitment of the violation.

WAR SHIPPING ADMINISTRATION

October 8, 1942

DIRECTIVE No. 2 TO THE MASTERS AND OFFICIALS OF ALL VESSELS OF THE UNITED STATES MERCHANT MARINE

The War Shipping Administration has been in receipt of frequent complaints about the lack of discipline and the prevalence of disorder on United States flag vessels and other vessels owned and operated by the United States government. In this time of gravest na-

(Continued on Page 4)

Washington Attempts To Sabotage Union Safeguard

In May 1942, after the maritime unions had given up the right to strike, the shipowners and their stooges, in the Maritime Commission promised to respect existing union contracts for the duration of the war. This guarantee to the unions was embodied in a "Statement of Principles" signed by all parties.

This week, six short months after this guarantee was solemnly signed, the Maritime War Emer-

gencies clause which freezes the contracts.

The S.I.U. has vigorously protested this sabotage of laborers rights, and Secretary - Treasurer John Hawk has sent the following letter of protest to the M.W.E.B. Maritime War Emergency Board Department of Commerce Bldg. Washington, D. C.

Gentlemen: Your communication and enclosures of October 29, 1942 have

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

Affiliated with the American Federation of Labor

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

ADDRESS ALL CORRESPONDENCE CONCERNING THIS PUBLICATION TO:

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

In Memorium

- | | |
|---------------------------|---------------|
| FRANK DeVITO | Wiper |
| LOUIS HONIGMAN | Chief Steward |
| DEMETRIO CORTEZ | Chief Cook |
| DANIEL ELLARD, Jr. | Messman |
| CLIFFORD B. TWISS | Messman |
| LEO H. BERNSTEIN | Messman |
| CECIL THOMPSON | Messman |
| J. J. HAYES | A. B. |
| FRANK McGEE | Oiler |
| ALLAN E. WORTHY | Fireman |
| SAMUEL CHARLES | 2nd Cook |
| E. P. MENDEZ | A. B. |
| RUSSELL B. FLIPPEN | Carpenter |
| RAYMOND KELLY | A. B. |
| THOMAS W. YATES, Jr. | A. B. |
| JOHN B. WILLIAMS | A. B. |
| HENRY SMITH | A. B. |
| ROY McNISH | Oiler |
| JOSEPH MILLER | Oiler |
| EMMET L. POIRRIER | Wiper |

Newsprint Cut May Strike Majority Of Labor Papers

If the War Production Board puts through a recommendation made by its newly-created Newspaper Industry Advisory Committee, labor publications are going to be struck a body blow.

After an all-day conference, the committee called on the WPB to "freeze" newsprint and to make a "horizontal" cut of at least 10 per cent in paper consumption.

E. W. Palmer, deputy chief of WPB's printing and publishing branch, declared that the suggestion would probably be adopted and that it would mean that newspapers and magazines would be allotted only a percentage of their consumption, and that to obtain an allowance a publication would have to prove it is "essential."

This would create a problem which publishers of large newspapers could meet by reducing the number of pages.

With labor papers that print only four pages (as most of them do), this solution would not be possible. If their supply of paper is cut, they will be forced to sacrifice subscribers.

On the Newspaper Advisory Committee there is not a single spokesman for the labor and farm press.

Seafarers' Log-

HONOR ROLL

CREW OF S. S. ROBIN ADAIR	\$16.25
CREW OF S. S. JACOB TOL	14.00
CREW OF S. S. GOV. J. LIND	1.00
CREW OF S. S. KENMAR	12.00
CREW OF S. S. KOFRESI	25.00
T. TOOMA	2.00
C. A. ROBERTS	5.00
A. S. FLYNN	5.00
L. ATWELL	1.00
G. ALBERTSON	2.00
CREW OF S. S. MARJORY	5.00
F. J. OSTREMBA	1.00
TOTAL	\$94.25

Radio Men Blast Knox's Knuckling To ACA Pressure

The Radio Officers Union of the American Federation of Labor last week urged Secretary of the Navy Frank Knox to seek repeal of Public Law 351 and asked that all ship radio operators summarily removed under authority of the law some months ago receive a rehearing or another trial.

In a letter, signed by Fred M. Howe, general secretary-treasurer of the union, and addressed to Mr. Knox, the union charged that the law had been nullified by improper administration; that naval authorities had "knuckled down" to Stalinist pressure from the American Communications Association, and that as a result of this pressure certain picked men of the A.C.A. had been reinstated without sufficient investigation while other former radio men had been denied a chance to clear themselves.

Argentine Maritime Labor Seek Unity

Unification Proposed By Argentine Seamen's Conference

NEW YORK, N. Y. — I.T.F. — Negotiations are under way for the unification of organized maritime labor in the Argentine Republic, according to information from Buenos Aires to the American Office of the I.T.F.

The desire and need for the unification of the Argentine seamen's movement, now divided into the Federacion Obrera Maritima (F. O. M.) and the Union Obrera Maritima (U. O. M.), was strongly voiced at the third convention of the F. O. M., which was held in Buenos Aires last week. Both maritime organizations are in close relations with the I.T.F., as are the railwaymen, seamen and other transport workers of the other Latin-American republics.

A unity resolution was adopted unanimously and enthusiastically by the convention, which also authorized the executive committee of the F. O. M. to "call an extraordinary maritime congress, with equal representation from both the F. O. M. and the U. O. M., to discuss unification and a constitution for a new single organization of maritime workers."

Canada Grants Pay Rise To St. Lawrence Crews

MONTREAL, Oct. 28—Crews of inland ships operating below the Saguenay River on the St. Lawrence and the Gulf of St. Lawrence will be given a pay increase of 35 per cent for war risk, starting immediately.

The pay increase will replace a bonus of \$1 a day previously paid to crews of such ships during the time they were in the waters below the Saguenay, where U-boats have sunk Allied ships.

MONEY DUE

Kearns and P. Ley have overtime coming. Call office of South Atlantic Steamship Company in New York.



Out of the Focs'l

by
 J. L.

It's kind of tough to write an obituary about a brother and seven months later see him walk into Headquarters and say Hello. After spending a short time in a hospital in San Juan, he was shifted to Baltimore, where one of the best doctors performed two major operations upon him. With a silver plate in his head and a new eye, we didn't recognize Robert White (whose many friends know him as Whitey) as he walked into the office. Whitey smiled when we showed him his obituary. He intends to be around New York for a few weeks until he settles with the insurance Company for his injury. We don't have to say Good Luck to him for the Gods have favored him always.

△ △ △

The Third Floor STEWARDS, have mourned the loss of three of the brothers who were popular with all the members. When Jim (West Coast Dooley) Smith made the ship, his buddies Wilmon R. Carter and John E. Hall, signed on also. When the ship was torpedoed, all three were lost. We regret their passing.

△ △ △

Witfield Cadogan was telling us how well he was treated when he was resting at the Kermit Roosevelt estate. Frank Gambicki, also spent some time on the Cutting Estate in Gladstone, N. J.

△ △ △

Louis Welch is now sailing as 3rd Assistant on a Waterman Panamanian vessel. Louis Savaros paid off the Rosario recently, went across the street to have a drink. Walked out of the place and never remembered anything until the following day, rolled of his money and groggy from a Mickey. If Arthur Hall drops into Headquarters there is a letter for him.

DON'T FORGET TO VOTE "YES" ON THE STRIKE ASSESSMENT.

PERSONALS

GEORGE WINFIELD
 You have money coming. It is at Bernard Rolnick, 11 Broadway, New York City.

LEA BOUTTE and
 LUCEIN MILLER
 Contact your draft boards in New Orleans.

JOHN WILLIAM THRASHER
 Get in touch with your draft board in Tampa.

CURTIS EDWIN SANFORD
 Get in touch with your draft board in New Orleans.

GEORGE VALROSE, JOHN GAILLE, and JOHN GILE
 Contact the New Orleans Agent next time you are in the Gulf.

JACK WILLIAMS and
 BILL HATCHAWAY
 Contact Jacob Goldman, attorney, 40 West 40th Street, New York City.

JOSEPH F. DEAN:
 Next time you hit New York pick up your papers which were found and turned into Headquarters office.

WHAT'S DOING

Around the Ports

BOSTON

Within the past week I met several small groups of survivors and did what could be done for them. The seamen in Boston were having a tough time getting a certified copy of their birth certificate so I contacted Councilor Hurley and asked him to do something about it. He introduced an order before the Boston City Council ordering the Registrar of Records to give to any boni-fide seamen their birth certificate free of charge. Also, to give them service instead of having them waiting two or three hours in line. Previously the seamen had to pay a dollar for this service.

Brother Sweeney squared away the beefs on the Kofresi and there were plenty of beefs. He was ably assisted by Brother Ed Flaherty and several others.

I met with Mr. Walters of the U.S.S. and it looks like we are going to have something in Boston in the near future. I have an appointment with Col. Kells at the South Boston Army Base regarding passes. More on this later.

I saw Mr. McGregor and Mr. Archibald from the War Board. They were in Boston investigating the friction that exists between the Army officials and labor representatives. The talk with them was very encouraging.

JOHN MOGAN, Agent

I paid off the Kofresi and cleared away a lot of beefs. The boys donated \$25 for the Log. F. Jacobson and W. Wells, both AB's, ignored joining the Union. Please do not ship them until they clear the Boston Hall. Bothers Ed. Flaherty, No. 1796 and P. Strange, No. 20776 gave wonderful cooperation in straightening out the beefs, etc.

JAMES SWEENEY, Patrolman

TAMPA

I had two SOS calls from port Everglades and Miami this past week as one of the seartrains was in and also the Lollypop.

On the Seatrain I shipped a Steward and one AB and on the Lollypop I shipped one AB.

Since we do not have a hall down in that part of the country at Port Everglades I have arranged for Chapdelane to keep a shipping list at his office and for the three ships delegates to have one similar to his and for them to compare theirs with his on each arrival. The watchman at the gate will not keep a straight list and there was no other place that we could maintain a list that would meet the approval of the men on the beach.

On the Lollypop the Chief Steward took ten men off the beach, going so far as to ship or rather get them to come up from Key West.

I called him up on arrival and asked him to ship them from Tampa, but he would not do it. He claims that John Keys said that he would not pay transportation from Tampa to Miami for any one. I am sure that he has not read the agreement so very carefull as it plainly states that the Company must secure replacements from the nearest hall and that hall is the Tampa Branch, now due to the fact that Miami is closed.

From what I can understand, The Colonel of the Cuba has made some very bad remarks about the Merchant Marine and Unions in general.

It seems that he could man the ships better with the Army boys well I sure would like to see them do it if they are so Damn smart.

I am going to buy me a Sea Bag so that I can carry all the passes and other things that are required now-a-days as I can't get them all in a brief case. Things here in

Tampa are rather slow but I imagine that it will pick up by the first of the month, I hope so any way.

D. L. PARKER, Agent

NEW YORK

October 26th will be a date long remembered by me. On that date I payed off a ship on which every single man in the deck and engine department had been logged by the skipper. The old man had logged an OS \$33.67 for not calling the lights on time while he was on watch in the crow's nest—a place where an ordinary doesn't belong in the first place.

I raised hell about the logging and threatened to hold up the pay off. The skipper finally agreed to knock off that log, but then I find the same man had another \$5.50 against him because he had been ten minutes late reporting aboard ship. This man had worked aboard the ship for 1 year and 10 months and had lost two brothers due to torpedoes.

All hands bowed their heads in memory of the lost brothers but still the old man would not change his mind. Finally several of the men blew their tops.

The rest of the log was rather easy to handle. This was the first trip for the skipper in his present rating. We can only hope that he has learned a lesson on how to handle men and that he will change his methods in the future.

CLAUDE FISHER, Patrolman

SAVANNAH

Shipping has been slow in this port lately and there never seems to be anything much to write to the Log but the South Atlantic Mail Line has two new ships coming out. I thought the boys up and down the coast might be interested as I will be needing all the rated seamen that I can possibly get hold of. If you are looking for a job around these times drift on down to Savannah because we will surely need you.

CHARLES WAID, Agent

Phil Harris' Band Joins Merchant Marine

LOS ANGELES, Nov. 7—Orchestra leader Phil Harris and his entire 25-piece band have enlisted in the maritime service and will be sworn in next Monday.

Harris said that hereafter the money he receives from his \$70,000-a-year contract for a 30-minute appearance on the Jack Benny radio program would be contributed to the merchant seamen relief.

DO NOT SHIP

M. PACETTI 22319
A. A. CAMERON P 7131
THOMAS EPPS P 4245

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICAN ATLANTIC and GULF DISTRICT

Secretary-Treasurer's Office

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

Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK	2 Stone St.	Bowling Green 9-3430
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	Agent	Liberty 4057
BOSTON	330 Atlantic Ave.	Manning 3572
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PUERTO RICO	45 Ponce de Leon	Galveston 2-8043
GALVESTON	219 20th Street	

Sabotage Union Safeguard

(Continued from Page 1)
been received.

Upon reviewing the original Statement of Principles and comparing same with the Maritime War Emergency Board's proposed amended Statement of Principles, we find that the simple and easily understandable language in paragraph one of the original Statement of Principles has been substituted by a very lengthy paragraph known as paragraph one (a). This paragraph is very ambiguously worded and could be used in conjunction with paragraph one (c) to bring about an interpretation that would abrogate any clause or clauses in our collective bargaining agreements.

The membership of the Atlantic and Gulf District of the Seafarers International Union of North

America would like to know why the word "operators" in paragraph one (b) of the amended Statement of Principles was substituted for the word "employers" that is in paragraph two on page one of the original Statement of Principles.

We would also like to have the Maritime War Emergency Board explain why the rights that the labor unions were guaranteed in paragraph three, page one of the original Statement of Principles was omitted in the amended Statement of Principles. For the reasons outlined herein the Proposed Amended Statement of Principles does not meet with the approval of the Atlantic and Gulf District of the Seafarers International Union of North America.

Very truly yours,
JOHN HAWK

"TO JERRY"

(J. J. HAYES A. B.)

This is about a man—not a great statesman, just an American sailor. Fear was something they left out; in its place they gave him loyalty. No one ever knew him to pick on a little guy. Perhaps he couldn't see your view point sometimes—that is, not the way you saw it yourself. Arguments was something he went for in a big way.

When things became dull, you could always depend on Jerry to brighten those moments with one of his witty yarns. "Have you heard this one, boys?" he would start and before it was over we would have to yell, "Stop!"

One night the word "Stop" echoed across our decks. It wasn't for Jerry this time, it was for all, as the command came from the bridge. Each and every heart was full that night. Yes, full to the breaking point, not for each other, but for something that all sailors cherish in his heart—a love as tender as a woman's. For that night we were saying farewell to a gallant ship. Her name we can't mention, but some day soon, those Nazis will know how we spelled it. When the life boats were lowered, there stood Jerry, with his devil-may-care grin on his face, not thinking of himself, but lending a helping hand to the other fellows.

A regular guy was this Jerry Hayes. But today he left this earthly port and somehow I think he wanted it that way. I've known a lot of shipmates and hope to know a lot more, but I shall always remember the things you said, Jerry—little things that some folks may have laughed at, but not I, Jerry.

It's a long farewell, friend, but one thing you can be sure of—we, your shipmates, will carry on for you and other brave comrades that have made the supreme sacrifices, that this, our country, shall stay free now and forever.

Your Shipmate,
CHARLES DOWLING

ATLANTIC AND GULF SHIPPING FOR OCTOBER 19 TO 31 INCLUSIVE

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	261	210	264	735
REGISTERED	210	188	163	561
ON BEACH	612	637	387	1636

Figures do not include ports of Philadelphia and Porto Rico for Week of October 28.

"A SURVIVOR'S OPINION"

(Written by a SIU seamen whose ship was attacked by the Nazis in the Barents Sea on July 4th.)

Grim and grey were the Arctic skies,
Ice cold and sullen the sea;
The Reaper looked down with covetous eye
And flourished his scyath with glee.

Came death from below with nerve wracking roar,
And death rained down from above;
We thought of the land we'd see no more
And remembered the ones we had loved.

Two hours in boat and on raft
And the chance to live so remote;
We saw her there—that great little craft,
The best little ship ever afloat.

She never paused to give danger a thought,
She mocked at the shells, that ship;
She flaunted the Reaper and set him at naught
To pluck us from his tightening grip.

They gave us comfort they ill could spare,
The crew of that ship without fear;
They spoke of their chances with careless air,
Of meeting the Turpitz and Scheer.

Packed to the gunwales she got us through,
So when speaking of pluck please quote us,
Our choice is that ship and all of her crew,
The gallant and brave "H.M.S. Lotus."

U. S. S. APPOINTS PORT EXECUTIVE

NEW YORK — Declaring that Baltimore's tremendous volume of war production has made it "one of the busiest and most vital seaports in the world," Douglas P. Falconer, National Executive Director of United Seamen's Service, announced the appointment of Edward Arch Seidl, of 516 Overbrook Road, Anneslie, a former shipping official, as USS Executive Officer for the Port of Baltimore.

In addition to taking over immediate administrative responsibility for the United Seamen's Service Rest and Recuperation Center opened at Bay Ridge, September 24th, Mr. Seidl is to coordinate the work of the Baltimore Port Area Committee in setting up clubs, rest camps, health centers and personnel service facilities which the USS is providing for officers and men of the merchant marine as part of its world-wide program.

CONCRETE VESSEL 78 TONS, LAUNCHED

The launching recently at Tropical Marine Ways, Inc., of a 91½-foot concrete boat forecasts the construction of a new type of larger cargo vessel, according to its builders.

It has a Diesel engine of 150 horse power and a speed of 7½ knots. It is 91 feet 6 inches long, with a beam of 14 feet, a draft of 5 feet 9 inches, a cargo capacity of 100 tons, capable of carrying 54,000 gallons. It weighs 78 tons, of which 60 are of concrete and 10 of steel, almost reversing the ratio of the first concrete boats of World War I, which weighed 100 tons and carried only 70.

The craft, which was built to demonstrate the practicability of a concrete boat, designed specifically for concrete and not along lines of steel craft, is expected to serve as a scale model for a seagoing 240-foot model, carrying 2,150 tons of cargo. It can also be used for intracoastal work.

Notes From — the — Hospitals

It is with regret that I report to the Union the passing of Brother James G. Daly, No. 2262. He died on Oct. 28, 1942 at Ellis Island Marine Hospital after a long illness. His passing is a blow to all seamen who know him from many years at sea. Brother Daly was a fine union man, always fighting for the right, and he served on picket lines from the Atlantic to the Pacific.

Brother E. Baduel is still ill in the Staten Island Marine Hospital. He is coming along nicely, however.

Brother A. Ziegler is coming along fair at the Staten Island Hospital, as is Brother F. Comacho. Comacho would like very much to hear from any of his friends that shipped with him. He was from Puerto Rico originally.

FRED HART

1943 Atlantic & Gulf Candidates

Secretary-Treasurer JOHN HAWK No. 2212	Baltimore Joint Patrolman JOHN VECHIO No. 1616
New York Agent DON RONAN No. 1374 FRANK WILLIAMS No. 6161	Norfolk Agent MARTIN TRAINOR No. 50060
New York Deck Patrolman L. J. (Baldy) BOLLINGER No. G-300 LOUIS GOFFIN No. 4526	Savannah Agent CHARLES WAID 6-54
New York Engine Patrolman RAY SWEENEY G-20	Tampa Agent D. L. (Jack) PARKER G-160
New York Steward Patrolman CLAUDE FISHER No. 362 WILLIAM HAMILTON No. 3400 FERDINAND HART No. 488	Mobile Agent OLDEN BANKS G-1 CARL M. ROGERS G-2
Boston Agent JOHN MOGAN No. 216 VINCENT YAKOVONIS No. 1774	Mobile Joint Patrolman ROBERT A. MATTHEWS G-154 CHARLES E. TURNER G-15
Providence Agent JOSEPH LAPHAM No. 247	New Orleans Agent A. W. AMRSTRONG G-136
Philadelphia Agent HARRY J. COLLINS No. 496 EDWARD M. LYNCH No. 3693	New Orleans Joint Patrolman C. J. (Buck) STEPHENS G-76 TEDD R. TERRINGTON G-68 EDWARD (Jack) VOREL G-10
Baltimore Agent JOSEPH F. FLANAGAN No. 542 J. K. SHAUGHNESSEY G-118 D. D. STORY No. 3012	Galveston Agent E. R. WALLACE G-237
	San Juan Agent DANIEL BUTTS No. 190 THOMAS M. WILHELM

W.S.A. Launches Another Crack Down On Seamen

(Continued from Page 1)

tional peril, it is intolerable that just and lawful discipline should not be maintained.

The War Shipping Administration expects the Master and his officers to maintain discipline on board all vessels.

All operators have been instructed by the War Shipping Administration that failure to support the Master and his officers in the lawful execution of their duties will not be tolerated.

To this end you are advised that:

1. The Master of a vessel has full discretion in signing on crew members and may reject any person seeking employment. This power carries with it both the legal and moral obligation to use it judiciously and only for proper cause.

Records shall be kept of the names of those rejected and of the reason for rejection and shall be submitted to the port office of the Recruitment and Manning Organization of the War Shipping Administration in the port in which the rejection occurs.

2. Upon every departure from any port, Masters are instructed to search the quarters and personal effects of all members of the crew, and to confiscate all liquor, weapons, and any equipment that in the judgment of the Master would endanger the crew, cargo or ship.

3. All complaints and disputes that cannot be settled to the satisfaction of all parties shall be held in abeyance, without prejudice, until the next arrival at a United States port; in no event shall any such dispute be allowed to interfere with the full performance of their duties by all members of the crew, and that failure to observe this requirement shall constitute grounds for disciplinary action.

4. All Masters are instructed to

keep the log book in such fashion that it shall record all acts and occurrences relevant to the question of the preservation of good order and discipline. All serious breaches of discipline shall be reported to the operating agent of the War Shipping Administration in the first port touched after the violation has been committed.

(Signed) E. S. LAND
Administrator.

Failure to support the Master and his officers in the warranted execution of their authority will not be tolerated. You are assured of the support of the United States government and of the War Shipping Administration in any assistance which you may extend to the Master and his officers with respect to discipline.

There is attached a communication from the War Shipping Administration to the Masters and officers of all vessels of the United States merchant marine. You are instructed to place a copy of this communication, together with a copy of this letter, in the hands of all Masters and officers in your employ. You are also instructed to place a copy of the communications on the bulletin board in the crew quarters or in a position where it may be seen by all crew members.

Letters have been written to the heads of all unlicensed organizations, informing them of the necessity of maintenance of discipline on board vessels of the American merchant marine. The replies, without exception, expressed concurrence and a desire to raise the standard of discipline on the part of union membership.

Organizations of licensed and unlicensed personnel are being supplied with copies of this letter.

(Signed) E. S. LAND

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 seaman 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.

Washington Report

(Continued from Page 1)

members of the War Emergency Board that this is an injustice and should be corrected. Some of our members who have been sunk buy their own clothes in foreign ports and they have no alternative but to return as consular passengers when ordered to do so.

Executive Order No. 9240:

This order deals with waiving of payment of overtime for Saturday, Sunday and holidays. The Secretary of Labor, Madame Perkins, in her interpretation of the executive order, states that seamen do not come under this order and therefore are entitled to all overtime provided in their contracts.

Selective Service:

Nothing definite has been set up regarding active merchant seamen as yet. Selective Service is grabbing all the seamen who have received deferment as active seamen and then have failed to ship out. It's going to be too bad for some of these boys who have been on shore for months. Several cases are piling in here and the first thing the Selective Service wants to know is how long a man has been ashore. So if any of our Agents have any case that they send here, don't forget and send in the time that the man has been ashore. No agreement has been reached yet as to how long a seaman should be allowed ashore between trips.

Our Agents should contact the local agent of the WSA and have them fill in form 42-A for any of our men who are classified in 1-A or are ordered to appear for their physical examination. The case should then be sent to me so I can take it up with the National office of Selective Service. It is important that our Agents act quickly in such cases. I have been advised that the Draft is short a great many men on its October quota so the local boards will now begin to try and pick off a few seamen to fill up.

Treasury Department:

The following ruling is of vital interest to all the members of our Union:

"The Treasury Department today announced that after Oct. 31, 1942 persons entering the United States from any place other than Mexico, Great Britain, Bermuda, Canada and New Foundland, will be required to turn over to Customs authorities all currency in their possession in excess of \$50.00."

The Treasury Department advises that all persons who are leaving the United States should not carry over fifty dollars in U. S. Currency with them. In some countries all American money is confiscated by the authorities, and they further advise that Travelers checks, drafts, or telegraphic transfers are the best means of satisfying financial needs while traveling outside of the United States at the present time.

Maritime War Emergency Board:

The Board has issued the following ruling:

"A crew member who is forced to leave his vessel due to an injury or illness not arising as a result of the destruction, loss or abandonment of his vessel, as specified in decision No. 5—revised, is not entitled to bonus during his return to the United States unless he becomes a regular crew member of the vessel on which he returns and thus qualifies for bonus under decision No. 7—revised."

The Unions should send protests to the three members of the Board that this decision is unfair and request that a hearing be held on this decision. This is another case where some gazoonie is trying to take all security away from the merchant seamen on their return voyage to the United States after they have risked their lives to carry supplies to the armed forces abroad.