

SEAFARERS LOG



Official Organ of the Atlantic and Gulf District, Seafarers' International Union of North America

Vol. VII.

NEW YORK, N. Y., FRIDAY, APRIL 13, 1945

No. 15

WSA Proposal Threatens Collective Bargaining, Says President Lundeberg

Drink Up—There's Plenty Where That Came From.



BRANCHES PASS STRIKE ASSESSMENT FOR THE UNION'S POST WAR SECURITY

Unanimous approval of a special \$10 strike assessment to provide a defense fund against the expected postwar union-busting drive by the shipowners, was voted by every branch of the Atlantic and Gulf District. The resolution will now go to the membership as provided for in the constitution, for a secret coastwise referendum vote.

Pointing out that the Union must have finances to "fight all shipowners and labor haters who would like to see us broken after the war, and the seamen reduced to slavery as they were after the last war," the resolution graphically revealed the member-

ship's awareness of the anti-labor plans of the operators.

The resolution proposes that the money raised through this assessment shall be kept in a separate fund in the treasury to be used only in case of a general strike of all ships, and that such

(Continued on Page 3)

INJURY DAMAGES SOUGHT

PORTLAND, Oreg.—A merchant seaman who was three-quarters of a mile away when his ship exploded at Port Chicago, Calif., last July, has filed suit against the United States Lines asking \$28,000 for injuries. Leonard A. Fitzgerald said he was thrown to the floor of a tavern by force of the explosion and permanently injured. (He is not an SIU man.)

WSA proposals for "incentive pay" to keep seamen on a ship for more than one trip, were labeled as a move "to undermine the collective bargaining structure of the seamen's unions" by SIU President Harry Lundeberg last week in an exchange of correspondence with WSA Administra-

In a letter to the SIU, Admiral Land proposed that seamen receive 2½ days basic wage for each month served on the same vessel, provided he signs foreign articles following the completion of his first trip for the same operator.

Lundeberg pointed out that one of the SIU principles of unionism was that in all matters of wages and conditions we insisted on direct negotiations with the shipowner and the inclusion of such agreements in written contract. Of course the union is in favor of giving the seamen more money, but this should be given through a collective bargaining contract so it cannot be withheld or jerked around to suit some political maneuver.

Far from being able to get such an "incentive pay" directly from the shipowner, the union has found itself forced to fight tooth and nail for every cent—and only then to have the War Labor Board refuse to approve much of it. How is it, asked Lundeberg, that one agency of the government (the WLB) knifes the seamen's just demands for pay increases, while another government agency (WSA) pretends to offer money on a silver platter (so long, of course, as it isn't in a union contract)?

It was suggested to Admiral Land that he could better spend his time by influencing the WLB to permit the seamen decent wage increases, rather than attempting some tricky handout that could be used to undermine union contract security.

Following is the exchange of letters between Land and President Lundeberg:

FROM ADMIRAL LAND

"Gentlemen:

"The problem of labor turnover in the Merchant Marine has for some time been the subject of consideration by this Administration as well as by the Maritime Industry.

"The following proposal is submitted for your consideration, as a possible means of reducing turnover and encouraging continuous employment aboard ship:

"(1) As an incentive to remain in the employ of the same operator, officers and seamen who serve aboard a vessel or vessels of the same operator are to be entitled to cash benefits equal in amount to 2½ days basic wages (excluding bonus) for each month or pro-rata portion thereof served on such a vessel or vessels.

"(2) Such benefits are to be

(Continued on Page 5)

New Contract Is Won By Miners

WASHINGTON, April 11 — John L. Lewis, and the United Mine Workers Union have wrangled wage rises estimated from \$1.25 to \$1.30 a day from the mine operators in an agreement reached late today. The terms of the new contract must yet be reviewed by the War Labor Board.

The terms of the agreement were not officially revealed, but they are understood to include the following points in addition to the wage increase:

1. A \$75 vacation payment, a compromise between the miners' demand for \$100 and the present \$50.
2. Second and third shift differentials of 4 and 6 cents an hour, respectively, instead of 10 and 15 cents as asked.
3. Termination of the contract on one year's notice, instead of 20 days, as Lewis proposed.
4. The Miners were not to attempt to unionize the foremen.
5. The dropping of the union's demand for a 10 cent royalty from each ton of coal, to be used to set up a health fund for the miners, controlled by the union.

The increase results from time and a half paid after seven hours work, instead of after eight hours under the present contract. The miners are working on a nine hour day for the duration.

From the viewpoint of the miners, the new agreement must be considered a definite victory.

SEAFARERS LOG

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

Affiliated with the American Federation of Labor

HARRY LUNDEBERG - - - - - *President*
 105 Market Street, San Francisco, Calif.

JOHN HAWK - - - - - *Secy-Treas.*
 P. O. Box 25, Station P., New York City

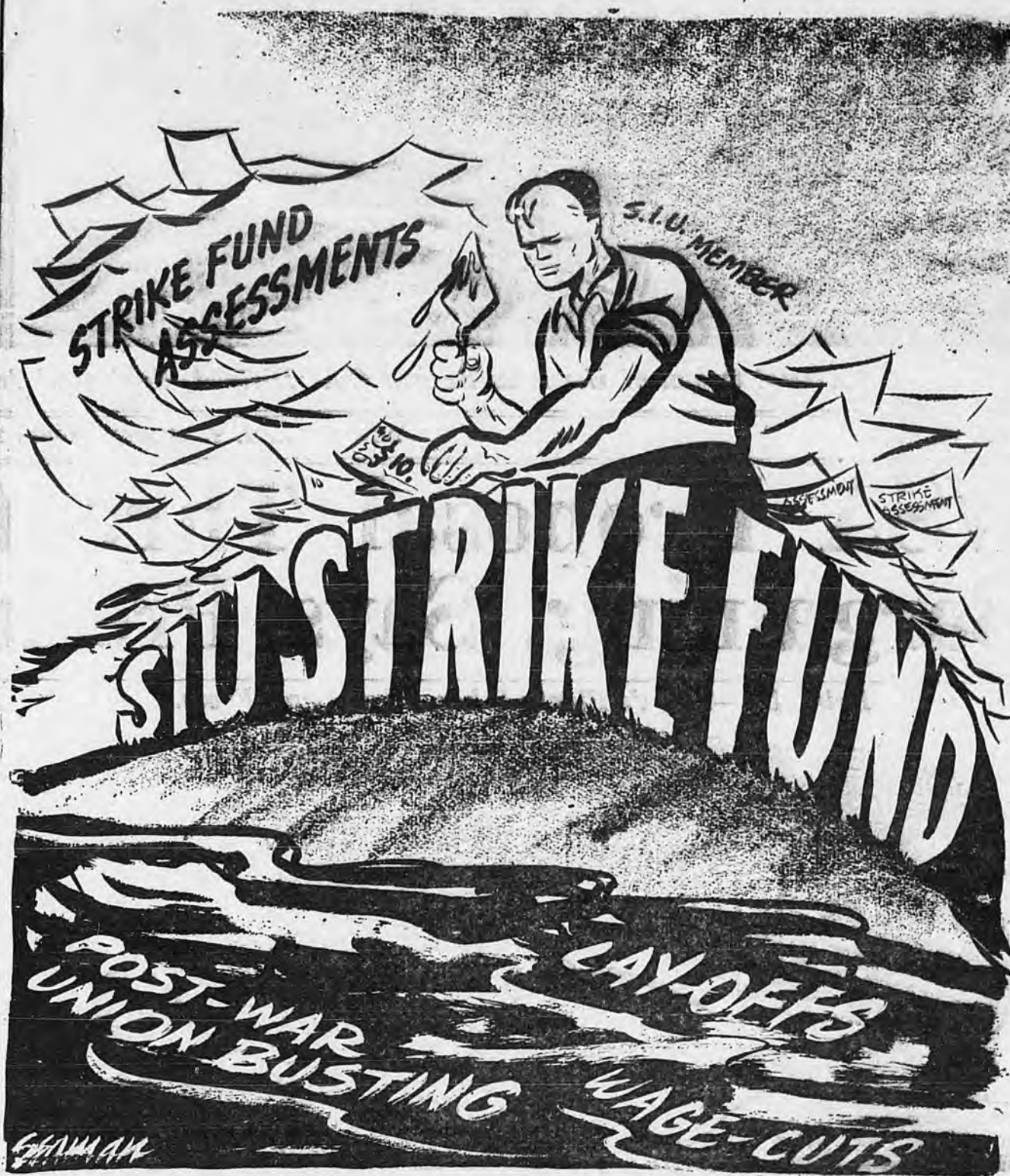
MATTHEW DUSHANE - - - *Washington Rep.*
 424 5th Street, N. W., Washington, D. C.

Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK (4)	51 Beaver St.—HANover	2-2784
BOSTON (10)	330 Atlantic Ave.—Liberty	4057
BALTIMORE (2)	14 North Gay St.—Calvert	4539
PHILADELPHIA	6 North 6th St.—Lombard	7651
NORFOLK	25 Commercial Pl.—Norfolk	4-1083
NEW ORLEANS (16)	339 Chartres St.—Canal	3336
CHARLESTON (9)	68 Society St.—Charleston	3-2930
SAVANNAH	220 East Bay St.—Savannah	3-1728
TAMPA	423 East Platt St.—Tampa	MM-1323
JACKSONVILLE	920 Main St.—Jacksonville	5-1231
MOBILE	7 St. Michael St.—Dial	2-1392
SAN JUAN, 28 P.R.		
PUERTO RICO	45 Ponce de Leon—San Juan	1885
GALVESTON	305 1/2 22nd St.—Galveston	2-8043
HOUSTON	6605 Canal Street	

PUBLICATION OFFICE:

51 BEAVER STREET
 New York, (4) N. Y. HANover 2-2784



The WSA Bearing Gifts

Considering the role of the WSA in the past, the offer of a wage increase in the form of an "incentive payment" is extremely suspicious. As the consistent voice of the shipowners, the WSA has never in the past shown any partiality toward the working seaman, and such sudden tenderness is indeed strange.

The SIU-SUP exists only because it fights for the welfare of its membership, and will continue to exist only if it maintains its uncompromising fight to better wage and working conditions; but in this case we are wary about accepting this "gift" because it looks like a boobytrap; a move to take away rather than to give.

The WSA claims this offer is made to keep the ships manned, by encouraging continuous employment. Let us state right now that there is no shortage of seamen; the beach is full of men. Furthermore, no ship has been delayed because of failure of this union to man the ships. There must be other reasons then for this "gift."

We believe this may well turn out to be a weapon to be used to undermine the union. It has been a common trick on the part of employers to offer wage increases over the head of a union to prove the union unnecessary. In this case the gift is especially suspicious, as several wage increases negotiated with operators have been turned down by the War Labor Board. Why are the shipowners now offering through one government agency what another government agency has refused? Another thing is that this may be the first move towards abrogating the twelve month articles. The operators have ever been casting eyes back into the past when seamen were tied to their ships. It took many years for union organization to break this slavery. The seaman certainly does not want that day to return. Can we trust the operators with this foothold?

The SIU welcomes whatever wage increases it can get for seamen, but not at the expense of their union security. If there is a shortage of men, if there is a need for encouraging continuous employment, let it come through the regular channels of negotiations with the operators. Let there be protection for the men, in the form of a contract and safeguarded by their own organization.

We don't want gifts from the WSA, sitting on Capitol Hill playing at being a God, giving but then taking away.

Build The Strike Fund

Truthfully, it came as no surprise that the Atlantic and Gulf District Branches voted unanimously for a special \$10 strike assessment to be used in case of a postwar general strike. The vote showed rank and file loyalty and an awareness of the industrial facts of life.

Now none of us particularly wants a strike. We have no particular yearning for the lost wages and the bashed heads which waterfront warfare means. We'd prefer industrial peace and the maintenance and extension of our working conditions. We hope we do not come to a general strike.

But—there is a but. When, some time after the war, shipping schedules go back to their peacetime levels, are the operators going to sit by quietly, satisfied to continue things as they are now? Will they be satisfied with smaller profits?

Or will they attack where they have always attacked before? Won't they try to slash wages? Won't they try to smash the seamen's organization, the SIU?

We think they will. We think that at the first sign of a shipping drop the shipowners will go back to their old tricks—to wage-slashing, lockouts, fink-herding, and raids on the union halls.

That is why we voted for the strike fund: to protect ourselves against future contingencies. Unless we are prepared, we shall go down to defeat under the operators' attack before we are ready to fire a shot. With the fund we can fight them; we can beat them and keep the conditions we have already fought so hard to get.

As we said, we hope those days don't come. It's just that we are not sure that they won't.

All we know is that decent wages for seamen mean a cut (however small) in shipowner profit. And a shipowner would rather part with his grandmother than with some of his profits.

Seek New Study Of Manpower Bill

WASHINGTON, April 11—Influential Democrats of the House were considering today possible moves to send the stalemated manpower control legislation back to the Military Affairs Committee "for further study."

Such a move, if successful, it was agreed, would be likely to result in no committee action soon, if ever. But, it was argued, it would keep the programs which the House and Senate have passed but not brought together "alive though in a state of suspended animation."

Under the present circumstances both House and Senate measures are wrapped into the conference compromise which the Senate has rejected decisively. The Senate's request of the House for a new conference to work out something to enact after three months of controversy, has been lying on the desk of the Speaker of the House for more than a week.

The proposed new solution of the problem, it was brought out today, has grown out of a feeling by these influential Democrats that when VE-Day comes there might be an exodus of workers from war plants which would endanger production in critical labor areas and call for Congressional action.

With the legislation under committee jurisdiction, it was contended, it could be amended promptly to meet conditions and be expedited to the floor for voting tests.

GI Bill Of Rights Due For Revision

Revision of the GI Bill of Rights, which is expected to be carried over into the proposed Seamen's "GI Bill," is forecast in light of growing veteran dissatisfaction with many of its provisions.

Discontent is chiefly centered on the loan program, which is particularly meaningless and cumbersome. As was pointed out in a recent issue of the Log, loans under the present Bill are made by private banks and guaranteed by the government. Banks have not changed their character since you and I were young, Johnnie, and they demand gilt edge securities before they invest in anything. As the Bill stands today, it is useful only in guaranteeing interest to the banks.

Proof of the unworkability of the loan provision is conclusively given by the figures of the Veterans Administration that thus far only 18 loans have been granted for farm purchases, 50 for buying business and only 2,400 for buying homes. There are more than a million and a half veterans eligible to apply.

Most of the revisions are aimed at changing the law to provide direct loans by the government. Rep. Wright Patman (D., Texas) author of the veterans bonus law of the last war says the Bill is useless in aiding GI's to buy farms. He proposes to expand direct loans under the Jones-Bankhead Tenant Purchase Act.

A bill to permit veterans to borrow up to \$12,000 for purchasing farms at 3 per cent interest and with 40 years to pay has been introduced by Rep. Paul Cunningham (R., Iowa).

The GI Bill was a compromise between those who wanted to give real aid to the veteran and those who wanted to make it a bankers' relief bill. As a result it is pretty much fouled up.

Keep In Touch With Your Draft Board.

ROTTEN EGGS FOR THE SICK



This truckload of rotten eggs, hastily buried when organized labor demanded an investigation, is only one evidence of bad conditions existing at Milledgeville (Ga.) State Hospital. Yet when labor finally forced an investigation of the vermin-ridden hospital, doctors and hospital employes made a report which was a defense of their regime and an attack upon organized labor.

SUP Ship Sunk, All Hands Saved

Brother Ralph Piehet Interviewed By Look



Ralph Piehet, SIU seaman, repatriated on the SS Gripsholm last February, after having been a prisoner of the Nazis for two years, was one of six seamen interviewed by **Look Magazine** in its current issue.

The question asked was, "What did you mind most while in prison?" Brother Piehet, who makes his home in New Orleans, answered, "The thing that got me was the way they treated us and the stuff you couldn't get. So I'm working overtime on rehabilitation. I mean making up for all the things I've missed."

Brother Piehet was torpedoed on the Johnathan Sturgis, Mississippi Shipping Company, in February 1943, and working at time and a half should have his future well taken care of, to make up for the time lost.

Tugboat Work Day Reduced

WASHINGTON, D. C.—Tugboat owners and operators of five companies in the port of Baltimore have been directed to reduce the basic work-day from 9 to 8 hours a day for "single crew" boats and from 11 to 10 hours for "double crew" boats but were authorized to start the work day of "single crew" boats any time between 6 a.m. and 5 p.m. and to pay straight time for the hours worked during the basic day, WLB has announced. The board's decision followed substantially the recommendations of its War

Shipping Panel, which conducted a public hearing on the issues.

In a majority opinion, Dexter M. Keezer, a public member, said the provision permitting the employers to start the work day any time between 6 a.m. and 5 p.m. and pay straight time for the hours worked would offset the increase in rate of pay resulting from the decrease in the number of hours worked by permitting greater flexibility in the use of the crews and the reduction of idle time. In addition, the 48 hour week for "single crew" boats is the standard work-week of tugboat employes, Mr. Keezer said.

And No Kiddin'

During a weekly press conference with the local congressman, one of the society reporters asked him:

"Tell me, Senator, do you believe that tight clothes stop circulation?"

"Not with a woman, my dear," replied the solon. "The tighter the clothes, the more she's in circulation."

The board's order provides for time and half pay for work beyond the basic day and no reduction in the weekly and monthly rates of pay provided by the present contract.

On each "single crew" boat for which a crew is called out to begin work after 5 p.m. the wage rate is to be the basic hourly rate plus 12½ percent.

The Tugboat Operator's Assn. of Baltimore is comprised of five companies: Curtis Bay Towing Co., Baker-Whiteley Coal Co., Chesapeake Lighterage Co., Atlantic Transport Co., and Charles H. Harper Co. The companies employ 75 licensed and 125 unlicensed employes.

SEAMEN TO GET FREE ART COURSES

The Council of the National Academy of Design has voted to give free art instruction to seamen in the American merchant marine. John Taylor Arms, director of the Academy, made known the offer as a result of the successful Third Annual Merchant Seamen's Art Exhibition which was held at the Academy from Dec. 12 to Jan. 3.

Branches Pass \$10 Assessment

(Continued from Page 1)
a strike only to be called after a referendum ballot is taken on the question.

After the war the shipowners will resort to all the old tricks they have pulled time and again, in order to break the Union and take back the wage increases and improved conditions that have been won only after years of bitter struggle. The expenditure of a few dollars now will enable the Union to meet the attacks of the operators and win.

The resolution was introduced March 26 before the New York membership and concurred in by the other branches, on April 11.

The resolution as passed and the names and numbers of the men who originally introduced it follow:

RESOLUTION

WHEREAS, the European war is drawing to its final stages, and we all know that after this war is ended the shipowners will begin an assault on our conditions and wages with a viciousness never before known, and

WHEREAS, to fight all shipowners and labor haters who would like to see us broken after this war, and the seamen reduced to slavery as they were after the last war, we must have finances to fight them successfully, and

WHEREAS, shelling out a few bucks now to prepare for the fight will protect our living standards after the war, and

WHEREAS, our wages and conditions today are far above any maritime union in history and are indeed worthy of protecting and extending, so

THEREFORE, BE IT RESOLVED, that we go on record to assess ourselves in addition to the ASA a single \$10.00 strike assessment so as to guarantee a real strike fund that can carry us through any crisis, and

BE IT FURTHER RESOLVED, if this is carried, then the additional money be added to the ASA Fund which cannot be used unless in a general strike of all ships, and then only after a referendum ballot to do so, and

BE IT FINALLY RESOLVED, that if this resolution is carried that it be placed on a ballot, as per constitution, as soon as possible so that the membership will have the opportunity to express themselves by secret ballot.

Signed by:

- E. F. McCORMICK, 21756
- DONALD WEST, 32059
- JAMES A. SCHMARK, 30916
- J. F. WELCH, 6589
- I. C. BRIDGES, 29464
- J. ARRAS, 458



The SUP ship, SS James H. Breasted, has been sunk in fighting off the Philippines, the WSA reported this week, but so efficient was the rescue work of the SUP crew and the Navy personnel that not one man was lost.

Carrying more than 600 officers and troops with their equipment and stores, the freighter was in convoy off Mindoro when first subjected to enemy fire. After two bomber attacks the troops were successfully debarked.

For several days thereafter the area was under constant air bombardment and in expectation of naval shelling the Liberty ship was ordered to anchor in the lee of an island. The naval bombardment started early in the evening, heavy shells exploding around the vessel. The ship was illuminated by flares and shrapnel peppered her in many places.

During the shelling the Japanese landed paratroops on the island and the SS James H. Breasted was then subjected to strafing from shore by machine-gun fire. Late in the evening a bomb plunged into the ship's hold, setting afire the gasoline cargo. Skipper Bernard A. Kummel gave the abandon ship order as a head wind fanned the blaze and one lifeboat and its davits were blown over the side. As the remaining lifeboats were lowered the crewmen were targets of heavy machine-gun fire from shore. A PT boat towed all safely to shore as the vessel went to the bottom.

NLRB Reverses Itself

WASHINGTON, D. C.—The National Labor Relations Board which has reversed itself so many times that it now completely dizzy, has now ruled that foremen and other supervisory employes are entitled to the protection of the Wagner Act and can form unions or join unions.

The board had so decided some years ago in the Union Collieries case. Only a few months ago, the board overruled its own decision and held in the Maryland Drydock case that foremen could not be grouped into "appropriate" units for collective bargaining purposes. This decision was followed by strikes called by "independent" foremen's organizations in the Detroit area.

So now, by a two to one majority, the board has come around again to the conclusion that foremen and supervisory employes are entitled to organization, just as the American Federation of Labor had contended all along.

Overture Unnecessary

They were entertaining the preacher at lunch, and the guest remarked to the small boy of the house: "Don't you ever say prayers at your meals, my child?"

"Oh no," said the bright boy. "Dad says our cook's pretty reliable."

Keep In Touch With Your Draft Board.

Fortune Magazine Reveals Seamen's Wages A Minor Factor To Shipowners

By JIM CORSA

Fortune Magazine is definitely a class publication—but not for the working class. It sells, as you probably know, at a buck a copy, and is devoted to the interests of the captains of industry. So you can be sure that articles in "Fortune" are written from their viewpoint and tend to favor it (after all, no subscribers equals no advertisers equals no income).

Well, "Fortune" commissioned a professor of economics at Swarthmore College, Wilcox by name, to make a certain survey. His report resulting from it appeared in the November and December 1944 issues under the title "Merchant Marine." Considering the source and the intent behind this report it is very, very interesting to the unlicensed seamen. For while his welfare is not so much as referred to, there are some pretty embarrassing statements made at the expense of Mr. Shipowner. Statements that point to a want of efficiency in operation that dwarfs the allegedly all-crucial question of American wage standards. We quote from the report:

"It is true that American wages have been half again as high as foreign wages in the Atlantic trades. But payrolls are only 10 to 15 per cent of operating costs. The difference in wages, therefore, can be no more than 4 or 5 per cent of such costs." Prof. Wilcox goes on to say that while some operating expenses are higher for American companies, some are equal to those of foreign competitors and some, such as fuel oil, less.

The author of the "Fortune" articles continues: "Costs might be cut and revenues increased . . . Before the war, a typical freighter spent two weeks at sea and two in port. It was earning money only half the time. If the average turnaround could be cut in half, income would go up a third. On the usual voyage, moreover, the pay load ran from three-fifths to two-thirds of capacity. If ships could sail full and down, revenues would be between 50 and 66 per cent higher. Ship design, port facilities and cargo-handling devices, and the packaging of freight might be improved. There is room for scientific study of operating methods; shipping has been little explored by efficiency experts and management engineers."

How do you like those sentiments? That's only the one side of the question. The other is that of profits. Here is another quotation from the report:

"Between the invasion of Poland and the attack on Pearl Harbor, earnings of the shipping companies were high . . . Nineteen companies, which chartered eighty-one ships to the Maritime Commission to carry British cargoes to the Red Sea for a hire of \$31 million, made a gross profit on the round trip of nearly \$27 million . . . The twenty-eight (major freighter) companies cleared \$46,500,000 after taxes in 1942 and an estimated \$32 mil-

lion in 1943."

Of course the usual reply to charges of excessive profits is that the operators might as well ride the gravy train while it's still rolling down-grade. It's also true that before the war many of the unsubsidized operators (those without the juicy mail contracts) were only able to grant relief to their stockholders by paying dividends out of capital—operating profits being nil. It's also true that the authorities have, since '43, put a damper on the "take" of profits of the above-quoted dimensions.

But, according to the "Fortune" report, there's every indication that the transfer of the war-built merchant fleet from government to private ownership will take place at very reasonable prices; that subsidizing of many routes will continue and perhaps be increased. Thus the companies so favored will be guaranteed a profit above operating costs (it used to be said that the Dollar Steamship Line could run its ships empty and still show handsome earnings, so large was the pay for the mail contract).

And keep in mind that "Fortune's" analyst's reference to the crying need for improved efficiency in handling the ships. That alone, it would appear, would result in sure operating profits, even considering the higher wages and living conditions on American vessels running in competition with foreign companies.

All in all, it seems like a sorry joke played at the American seaman's expense to claim that the wages he gets are already too high. It makes it appear that the operators wrangle with the seaman's union only for the pure sport of brass-knuckling him. That, or out of unvarnished (and unadmirable) orneriness.

GREEN SUPPORTS WAGE DEMANDS OF MINE WORKERS

WASHINGTON, D. C.—AFL President William Green pledged support to the United Mine workers in their current critical fight for wage adjustments.

"The miners have always received too little and never too much," he declared in a public statement. "The American Federation of Labor stands with the mine workers in support of the justifiable fight which they are making to secure decent wages and humane conditions of employment. It is my opinion that the coal operators should have promptly granted all of the demands which the miners made."

Extension of the existing contract pending further negotiation on terms of a new agreement was directed by the National War Labor Board and agreed to at the last moment, thus averting another coal strike at least temporarily.

Liberties Will Be Converted

WASHINGTON, April 4—Hundreds of additional Liberty ships will be converted into troop transports after V-E Day, to shift the armed forces in Europe to Asia and carry our wounded and battleweary troops back to the United States, it was learned today.

The Liberty ship has proven itself the workhorse of the American merchant fleet. Besides its primary job of ferrying supplies, it has been reconverted into six or seven other war-purpose vessels.

The Liberty has been converted into baby flattops, tankers, colliers, and transports of troops, prisoners of war and Army mules. As troop and POW carriers they provide accommodations for about 500 persons, although a few ships have carried as many as 1,100.

About thirty days are required for conversion. No specific time has been set for the actual beginning of the work, but in view of the nearness of V-E Day, it is expected to be soon.

HINT OF SUMMER



It may still be too early for the beach, but Alice Craig could play around in our tub if she wanted to.

Sign posted above entrance of a West Coast beauty salon: "Don't whistle at the girls who emerge from here. One of them may be your grandmother."

Not Mean Drop In Jobs Victory In Europe Will

Victory in Europe will be followed by an immediate increase in shipping that will involve all available American seamen for at least one year. The decision of the War Department to ship two and a half million men now in the European theatre to the Asiatic front, complete with their supplies, will utilize every ship at the disposal of the United Nations. This and the continual movement of supplies will tax the merchant fleet to the utmost.

Other factors will enter into the increased call for shipping space that will make an unprecedented demand upon merchant seamen:

1. Large relief shipments to the devastated areas of Europe.
 2. The possible resumption of limited commercial shipping under the agreement which permits each member of the Allied shipping pool to withhold enough shipping to meet its own essential requirements.
 3. Movements of wounded, battle weary and rotated servicemen from both Europe and Asia.
 4. The longer distances involved—it is 3,310 nautical miles from New York to Antwerp; but it is 9,631 miles from Antwerp to Manila—will require many more ships than at the present to maintain normal schedules, since the time element of deliveries is of the greatest importance.
- When it is considered that the troops and material now in Eu-

rope were sent there over a period of two years, the task soon to face the United Nations assumes enormous proportions. Moving 3 million men and their supplies from Antwerp to the Far East will require an estimated 1,200 transports and a possible 2,200 cargo ships for three or four months. An estimated 1,200 ships monthly will be required to keep the men continuously supplied.

It is not expected that the shifting of the battle lines to Asia will decrease East Coast and Gulf shipping. Not only are transcontinental railroad facilities already taxed to capacity but West Coast ports cannot handle much more than what they are now, in taking care of what is only a portion, though substantial, of the Pacific supplies.

In February, it was disclosed that Admiral Kinkaid's Seventh Fleet in the Philippines was supplied, not from the coast, but directly from the naval supply depot in Bayonne, New Jersey. 30,000 tons of supplies were shipped monthly to the fleet, a distance of some 9,000 miles.

Bob Hope Lauds SIU Heroes In Coast To Coast Broadcast

Brothers Joe Squires and Hal Whitney, were the subject of a broadcast made by comedian Bob Hope over a coast to coast hook up of the National Broadcasting Company recently.

Squires was the hero of the SS Maiden Creek when she sank, and he gave his life so that the crew might be saved. Last year the union succeeded in having a Liberty Ship named in his honor.

Here is the text of Hope's broadcast:

"Did you ever hear of Z-men? Sounds like a gag, doesn't it? Well, it isn't. Z-men are the guys without whom General 'Ike's' Army and Nimitz' Navy couldn't live. Nearly 6,000 of them have died from enemy torpedoes, mines, bombs or bullets, since our zero hour at Pearl Harbor.

"Z-men are the men of the merchant marine. Their identification papers have a Z on them, so they call them Z-men. They're union men too. They work for scale. Yeah, scale! Joe Squires worked for scale. He was a seaman on the S. S. Maiden Creek. He and Hal Whitney, the deck engineer, stayed aboard to handle the lines so the rest of the crew could get away before the Maiden Creek sank under waves 30 feet high. The crew was saved. They never saw Joe and Hal again. Did anyone ever make a wage scale big enough to pay for a

man's life? Did anyone ever devise a scale big enough to make men brave?

"Listen, it takes nerve to go down to work in a hot engine room never knowing when a torpedo might send thousands of tons of sea water in to snuff out your life. It takes courage to man an ammunition ship after you heard how Nazi bombers blew up 17 shiploads of ammunition at Bari. I was there about that time. I'll never forget it. Neither will men like Admiral King who said, 'The Navy shares life and death, attack and victory with the men of the U. S. Merchant Marine.'"

MUNITIONS OUTPUT UP 20 PER CENT

WASHINGTON, D. C. — The daily rate of production during February in the 13 most critical programs of the war effort shot up 20 per cent over January, despite the worst weather conditions in years—and without a labor draft.

That figure is certified to by the War Production Board in a progress report of munitions put out by Hilano G. Bathcheller, WPB chief of operations.

Keep In Touch With Your Draft Board.

Labor— Spotlight

The Texas House of Representatives has passed an anti-closed shop bill, by the narrow margin of 68-63, despite the strong opposition of organized labor.

The bill, backed by Vance Muse, promoter of the "Christian American Association, Inc." an anti-labor sucker racket, goes to the State Senate, where it has a fair chance for passage.

The bill is modeled on similar measures now being widely introduced in several states by union haters.

~ ~ ~

The United States Chamber of Commerce, voice of big business, which recently concluded a non-aggression pact with the AFL and the CIO for postwar industrial peace, is secretly backing anti-labor legislation, with the National Association of Manufacturers. The NAM, which spilled the beans, refused to sign this labor Munich pact. The C of C denies the charge, but personally we believe it. Did you ever hear the story of the lion and the late, lamented lamb?

~ ~ ~

Tom De Lorenzo, militant auto union leader, has been the target of the manufacturers for a long time. The latest move is to railroad him into the army. De Lorenzo is appealing his induction on the grounds that he is essential to his union.

~ ~ ~

The United Brass and Plumbing Corp. of Port Huron, Mich., pulled a general strike against the government, and so far we haven't heard any talk of inducting the board of directors or sending them to jail. They don't belong to a union.

The concern, under contract to the UAW-AFL, said that the demands of the union made profitable operation impossible. The armed forces will be probably overjoyed no end to hear of United's determination to fight for freedom of profits to the last GI.

~ ~ ~

Decision by the NLRB that foremen are workers and have a right to organize has already spurred action by the unions. The Int'l Ass'n of Machinists, AFL, and the United Mine Workers have planned campaigns to organize the foremen.

~ ~ ~

The demand of John L. Lewis that the Mine Workers be given a seat on the executive council of the AFL as a condition for their return is called a "trivial, insignificant difference that can be overcome within the next years," by President Dan Tobin, of the AFL Teamsters.

However, qualified observers don't think it will take quite that long.

~ ~ ~

A strike protesting the use of German war prisoners in competition with free labor by the United States Gypsum plant in North Kansas City has been called off when the prisoners were removed.

Chief Stewards On The Ball

The Chief Stewards are on the ball, and doing a fine job of distributing the LOG to the SIU men in foreign ports, giving them what is in many cases the first news they've had from home in months.

Getting the LOG to the seamen who were out on long cruises, and isolated from practically all contact with their friends at home and with the Union, is a problem. The simple solution of giving the Chief Steward a bundle to give out at the places where seamen congregate, hotels, clubs and bars, is the solution.

These Stewards have been doing a good Union job, as the reports now coming in assure us. The first report was made



by Frank Puthe, Chief Steward aboard the SS J. Jackson. Brother Puthe covered the Merchant Seaman's Club, Century Hotel in the Port of Antwerp. The Steward of the SS Hilton made his contacts at 40 Park Street, in Bristol, England. The other reports that have come in since then tell the same story, of men eagerly asking for the LOG to find out what's been happening and to whom.

Take a bow, Chief Stewards!

Lifeboat Radio Is Developed

New lifeboat radio equipment that automatically transmits SOS and radio direction finder signals and is capable of operating over distances of 1,000 miles or more, has been developed by Radiomarine Corp. of America, Charles J. Pannill, president, announced recently.

The new model, Mr. Pannill pointed out, is designed to meet the wartime demand for more dependable communication between victims of maritime disasters and rescue forces. Its hand-driven power generator, which replaces storage batteries, and its two-way radiotelegraph and radiotelephone facilities are combined in a single binnacle-shaped waterproof housing. The transmitter may be used for voice or code.

STRIKE LOSSES AGAIN REPORTED ON DECLINE

WASHINGTON, D. C.—Strike losses are still running below last year. In February, man-days of idleness due to stoppages amounted to 412,000, or only 6-100 of 1 per cent of time put in by the nation's workers during the month, the Department of Labor revealed this week. For the same month of 1944 the loss was 470,000 man-days.

WSA Proposal Threatens Collective Bargaining, Says Pres. Lundeborg

(Continued from Page 1)

payable to an officer or seaman only after he signs foreign articles following his accrual of continuous service benefits by prior service with the same operator."

"(3) Periods of continuous service by which benefits are measured are not to be broken while a seaman is ashore because of illness or injury, while awaiting or during repatriation or on leaves of absence or vacations.

"The foregoing is submitted for your comment and recommendation.

"Sincerely yours,
E. S. LAND
Administrator."

LUNDEBERG'S REPLY

April 6, 1945

Admiral E. S. Land,
Administrator,
War Shipping Administration
Washington, D. C.

Re: Labor Turnover in the
Merchant Marine

Dear Sir:

I received your letter of March 3rd, dealing with certain proposals by the War Shipping Administration as an incentive for merchant seamen to remain in the employ of the same operator for a period of time.

I have been authorized by the Atlantic and Gulf seamen, affiliated with the American Federation of Labor through our International, the Great Lakes seamen affiliated with the Seafarers International Union of N. A., and by the West Coast seamen, to answer your letter, which will be the answer from all unlicensed seamen affiliated with the American Federation of Labor.

Before we reply to your three proposals, we first want clarification from you or from those within the War Shipping Administration who concocted this scheme.

1—It has always been the policy of our organization to deal with the operators directly, with whom we have collective bargaining contracts. You, yourself, have repeatedly affirmed that position as your policy when dealing with labor relations. In other words, as we understand it, all questions dealing with wages and conditions pertaining to Merchant Seamen should and must be dealt with under the prevailing collective bargaining system. Has there now been a change in your policy?

2—Under the Wage Stabilizing Act, established by the President through the War Labor Board, it is our understanding that the only ones who have the right to determine the question of monetary matters, dealing with wage



workers including seamen, is the War Labor Board, and the War Labor Board only. Has the War Shipping Administration now the authority to change that policy in regard to seamen?

3—Is this not a direct threat to the Union's collective bargaining rights, when a governmental bureau takes it upon themselves to suggest certain conditions which the Unions have been unable to get from their operators through collective bargaining and through the War Labor Board?

For your information, our organization recently appeared before the War Labor Board in disputes dealing with wage raises in both the dry cargo and passenger vessel trades, and also in the oil tanker trade, and War Labor Board turned us down.

It appears to us that with the War Shipping Administration now suggesting this plan, that they, in a way, are undermining the collective bargaining structure of the seamen's unions.

4—Under the proposed plan we can see a direct threat to our hiring hall system, because under the rules at the present time in force and effect regarding the men shipping out of our union halls, after a man leaves a ship he can not arbitrarily go back to the same ship after spending a certain period ashore. He must

Lakes Seamen Are Deferred

Substantial deferments of seamen in the Great Lakes has been recommended by the ODT in order to furnish enough seamen to handle the record shipping season expected this year.

A closed conference called by Senator Mead's war investigating committee with high government officials to consider the problem of moving the huge Great Lakes shipping quotas, seems to have solved some of the manpower difficulties.

L. C. Turner, director of the ODT's waterways transportation department, announced that the "ODT now has the authority from the Selective Service System to recommend very substantial deferments for Great Lakes Shipping workers in the 18 to 30 age group. It now appears that Great Lakes shippers will not lose the considerable number of men in the draft that was thought at first."

The U. S. Maritime Commission has made available some 28 boats that will be chartered to the Great Lakes operators to help handle the record cargo year expected.

It was pointed out that 340 million bushels of grain must be moved this year compared with the 292 million bushels last year. 83 million tons of ore must be moved, compared with 81 million tons.

"Last year was the biggest season the lakes ever experienced, and this year must be even bigger," said Turner.

then compete with his fellow seamen for the jobs, according to the date he came ashore. In other words, the men who have the longest time on shore are entitled to the first jobs.

5—In regard to the labor turnover in the merchant marine, it is true that there may be quite a turnover as compared to other industries, but that is only natural. A great majority of the ships today are out on voyages from six to twelve months, and naturally after a man has sailed in war infested waters for a certain period he is going to take his allotted time ashore, which he is entitled to according to the Selective Service ruling. However, I do not believe the turnover during the last year has been as great as it was two or three years ago.

6—Your proposals, even should they be considered, exclude seamen in the Coastwise and Alaska Trade, and also in the Island trade.

You can readily see that you are setting up two standards of conditions for seamen sailing out of the same union hall, or out of the same port, which would create a lot of disruption.

We suggest that if the War Shipping Administration is in earnest about giving anything to the seamen, that they should use their good office to prevail upon the ship-owners to raise the wages through the regular channel, namely through collective bargaining agencies.

Awaiting your reply, I remain

Sincerely yours,
HARRY LUNDEBERG
President, SIU of NA

Response to Shuler's Two Union Card Beef

To the Editor:

On the page entitled "Around the Ports" of the April 6th issue, I note an interesting report from the N. Y. Patrolman J. P. Shuler concerning an SIU Great Lakes member carrying an NMU book.

The SIU book was his "summertime" book and the NMU a "wintertime" book. He informed the Patrolman that "this was a democratic country and he could carry as many books as he liked."

This is not an issue of fundamental rights to carry one or a hundred books but of education in the trade union policies which each union represents. There should be no confusion on this point. Once these principles are clear in a member's mind there can be no confusion as to what the SIU-SUP stands for or what the communist-controlled NMU stands for.

The need of the SIU is to bring forward its policies and principles clearly before all members, old and new. Only through education can any doubts that exist in members' minds be cleared up. A man must know exactly what the SIU stands for and what the NMU stands for. There is no meeting point between them.

JOHN MARCIANO, 6282

TAMPA

Have just gotten back from the Agents' Conference, and I must say that since I have been an official of this union this past conference was the best one that I have ever attended. When I first came into the union it was very small and weak, although much better than any one on the East Coast, and since that time I have watched it grow from year to year and this past year has set a precedent for any union to shoot at.

It seemed to me that in this year's conference all the Agents were of a very serious mind and from the motions and resolutions that were made in the conference they had been thinking of the vital changes that would have to be made in order to prepare our union for the vast changes that would have to be made for the post war period.

Tampa boys take notice, the good city of Tampa is about to undergo a change of government. It seems that instead of maintaining a Mayor that it will become a city that will be run by a manager with seven committee men as advisors. They are advocating a post war era that will be beneficial to all such as building more play grounds, various recreational centers, yacht basins and last but not least larger docking facilities with the expectations of having one of the largest ports in the gulf. I am for that one hundred percent.

Well we still have one of our old friends with us, Brother Bo Anderson. He is ex-Brandywine now since the old man stopped his pay. Lo and Behold I met one of the well known characters of the fair city of Tampa who was dressed up in a uniform that is well known to all citizens of any city that is of any size. (City Fireman) His name is Bill Scarlett, who by the way is a very good member of this union. Upon meeting him I had a cigarette in my hand and I asked him the right procedure of combatting same, and this is what he told me.

"Smoke same until it burns your lips and then get a toothpick and make a crutch and then smoke it until it burns your tonsils and after the last draw take the ashes and put them in your vest pocket to remind you that there is a shortage of cigarettes.

D. L. PARKER, Agent

MOBILE

We in the Mobile Branch would certainly appreciate some of the members from other branches putting in an appearance here, especially A.B.'s and all Steward department ratings. For the past three weeks we have been shipping every available man and that isn't enough. We have the O.K. of the steamship companies here to bring men from New Orleans as far as transportation is concerned, but when we call Frenchy Michelet he is also begging for men. The WSA has, in both places, exhausted its pools so we don't look to them for any assistance, or want any.

This week we crewed up a new C-2, one C-3 and a couple of old wagons. After much controversy with the WSA we finally crewed the new ones the way we



wanted instead of the way the WSA desired.

In closing we wish to thank Frenchy Michelet and his staff in N. O. for their cooperation in these disputes we had with the WSA.

G. BALES, Agent

BOSTON

At this writing it is very busy here in Boston, plenty of shipping and plenty of business, settling beefs, paying off ships, etc. Am sending a clipping taken from the Boston Globe relating the story of how fifteen of our Brothers made the supreme sacrifice saving 19 Norwegian refugees from German subs and dive bombers.

Nothing more to report at this writing, so will close with best wishes.

JOHN MOGAN, Agent

NEW ORLEANS

Shipping gets better all the time in this port. The board stays full of jobs with but few takers. There's a scarcity of rated men throughout the entire Gulf area. Mobile and Galveston call us regularly for men and we have one hell of a time digging up even half what they need. Those we do manage to dig up look like we did just that—dug 'em up.

It appears that more and more shipping is going to be diverted to this area, so all you brothers



who want to ship hustle on down and help us man these scows.

The Agent has returned from the conferences, praise Allah. Don't know how long he will be with us as he is a very sick man. The hall is full of G-books these days—seems like the old-timers are drifting home again.

**GLENN MASTERSON
Patrolman**

GALVESTON

The port of Galveston now has a car. You members headed this way please advise me either by wire or telephone and I will be able to contact your ship wherever it may be.

Monday April 10th the new Hall will be located at 305 1/2 22nd Street the phone number

will be the same 2,8043. Those members that ship out of Galveston regularly are due for a big surprise when they see this new Hall. There should be no excuse for members hanging around the USS club now as you will have a clean bright place to hang around in. When you are ready to ship bring your gear, for this hall has a fire proof vault that we will use as a baggage room. There will also be tables and chairs (not the folding type chair either). Cards and reading material and perhaps a radio pro-



viding I can locate one that isn't going to cost me a month's pay.

Shipping has slowed down again. Expect a bunch of ships in shortly. Have a new M.A.V.I. at Houston now but it will be a couple of weeks yet before it calls for a crew.

Have had trouble getting crews the past couple of weeks. In order to get the ships out had to call the RMO. The members should take these jobs and not force agents to call the RMO.

D. STONE, Agent

PUERTO RICO

Had a West Coast ship in and two men were sent to the hospital. The Boatswain got cut up in the Don Q night club and one got hurt when the staging he was working on carried away. So when I went aboard the next morning I found they had been replaced with WSA men, but I run them back and sent two union members down.

Whenever a ship is in the Isl- and I wish one of the men would call the hall and let me know where she is laying.

This Don Q night club is a good place to steer clear of when down here as it seems as though some one is always getting fouled up in there.

Had one of the Bull Line rock piles in and mostly all book men on her with a few old timers and everything was up to the minute on there. George Libby was serang and Big Jim King was in the engine room. These two are telling the story of the Chief's pet and music maker who went to the Inspectors with a letter from said Chief to get inorced for deck engineer. When the Inspector asked him how to free a wild cat said novice's answer was "Open the door to let him out and run like hell." This is King's and Libby's version of the story. No need to say but he didn't get the indorsement.

It is getting spring down this way again. The temperature dropped to 60 and all hands almost froze. If it hadn't of been

for Boca Chica and Don Q rum there would have been plenty of sickness, but good old Puerto Rican rum cures all ills but female trouble.

The boys on the beach got full of pep and painted the hall. And you sure can see the difference as we used lighter paint and you don't mind setting around waiting for a job.

Well, all the strikes are cleared away and sugar is starting to come in again so am looking for business to pick up. And we sure can use a little, although four out of five that are coming in are NMU or unorganized.

So will ring off for this time, hoping to see plenty of the boys in the Enchanted Isle in the near future as you need no priority for Grog or the Dark Eyed Damsels. We are overstocked on both.

I wish Michelet or Shuler would send me a recipe for cooking this home killed beef and pork. If either knows how to make it tender and tasty we will know that we at least have two of the great world's renowned chefs in our midst.

The Alcoa Cutter was in and most of the men gave me candy, gum and smokes to take to the members in the hospital and jail.

So on to a greater SIU of the men who go down to the sea in ships without glory but plenty of guts to fight for their rights here at home.

BUD RAY, Agent

SAVANNAH

Before the recent conferences, shipping in Savannah was practically nil. During the conferences we had a boom down here. I think the income was something of a record, and as for the shipping, it was damn near impossible to get enough men. Now shipping is taking another nose dive. Maybe we need another conference or something.

We have 64 men on the shipping lists here and during the past week we shipped only five men. The men are breathing



down my neck for jobs and I'm anxiously looking downstream in hopes of a ship, but I can see nothing bigger than a few Navy tugs and I've been told those

jobs are pretty nearly all sewed up.

I did have a few beefs to take care of and they were a welcome relief from the monotony. And how I love to get something from a shipowner. One brother came in the other day with a pay voucher in his hand and a hurt look on his face. He asked me to check over his pay voucher which I did and I found that he had been short changed to the tune of one hundred bucks. A typographical error no doubt, but it's mighty funny these errors are usually in the company's favor. There was no trouble in collecting the money though, and our brother lost his lost look. A few other minor beefs were also squared away with the usual dispatch and now I'm sitting back waiting for more.

If any port has too many ships I wish they'd send a couple down here. The grapevine tells me there is one ship due in next week and I verified this report thru the company and a new Waterman diesel job should be out of the yards in a few weeks.

Outside of that there isn't much. Savannah sleeps peacefully on and the boiling sun is melting away the few pounds of fat I picked up in New York and every day I get about ten different guys most of them in beautiful uniforms wanting to ship out. I tell them all I'd be only too glad to oblige. The only thing I insist on is that they bring their own ships.

**Fraternally Yours,
ARTHUR THOMPSON,
Agent**

P.S.—I pass the Log around to as many people as I can and ask for comments. Most of those who have been reading the Log note the improvement lately and mention it. Those to whom the paper is new say it's a swell little publication and very enlightening. Personally I like it better every week.

NEW YORK

We're hitting the 16 and 17 hundred bracket for shipping again, with 24 members shipped from outport branches for the month of March, and we have sent as many members of the Deck and Engine Department to the Great Lakes for the season's opening. The tanker organizers are hitting the ball for their share of shipping. Glad to see the membership take such an interest in the drive. And incidently, it might look as if we may run into a slight shortage of men before the month is up. Not that we here in New York can't use them, we can, but I'd hate to see it get so that ships are laying around with five or six men short while in port. So come up and take a job.

If you should pull in before 9 p.m. during the week, you'll see Blackie Gardner, an old timer in the SIU is holding down the Night Dispatcher's job and Red Truesdale, doing the Prima Donna for Al Kerr during the day.

I wish that we could get more cooperation from the members in taking out hot ships. We, the dispatchers, face the same old situation, wanting your shipping cards back. It would save difficulties and time if you report back to the dispatcher within the

(Continued on Page 7)

Around The Ports Shipowners Attempt Chisel On Maintenance And Cure Rights

(Continued from Page 6)

hour to four hours if you do not intend to take the job. Otherwise, you will have to re-register. Too many members are under the impression that if they go out on a job today and do not take it, and don't report to us, and come back the following day, they can get their shipping cards back. That is not so. You go to the bottom of the list. In other words, you'll have to re-register. Not only that, but we send another member to the same job on a call from the company. Eventually, the member is turned down because he reported to the ship, and did not tell the officer that he did not want the job. The mate or steward or engineer is under the impression that he has gone ashore for his gear.

Why not cooperate and save all this useless traveling? If you don't want the job after you've been assigned, let us dispatchers know immediately. After all we are sure that you yourself don't want to be running around on a wild goose chase. You'd probably be quite burned up about it and get paid for it, and we can't get your days wages because it is the members fault for not notifying us. All this can be so easily avoided if you'd only adhere to the reverse side of your assignment card.

To members in full standing, who bring in their friends for permit cards, study the last weeks LOG on the Agents Conference pertaining to permit men. Be advised as to certain principles and rules laid down at our agents Conference.

W. PAUL GONSORCHIK
N. Y. Dispatcher

~ ~ ~

There are a number of new things popping up that are causing quite a bit of trouble. One of them being the correct compliment on ships which are returning to the United States with war Prisoners. There will be quite a lot of this now and we are trying to work out some manning scale that will cover the situation. The companies insist, as they are leaving the States without any extra passengers, that they are not required to carry any extra men in the stewards department, but should divide wages of the extra men coming back. This is a good angle from the companies part. It saves weekend overtime and etc., but it will not work out so well for the seamen, as they will be undermined on the return voyage.

We have got Waterman and South Atlantic companies to go down the line and put on a full compliment before leaving the states.

All the companies will bear watching in their manning scales now as they would like to reduce them to a peace time quota.

We have had 27 ships paying off in this port for the past week with no major beefs.

The Albion Victory of the Bull Line had a junior engineer beef on her. It has been straightened out and setting a precedent on a few of the things the junior engineers have been doing without payment of overtime, such as painting, etc.

All the crews of the ships that

have been paid off last week have been very cooperative and most of the beefs were settled before the ships paid off.

There has been a number of men in this port from the Great Lakes where they are starting an organizational drive and should get results.

In my few spare minutes this week I glanced over the Pilot and I see at least they have decided to do "something" for the seamen.

The \$200 a month salary is a wonderful idea providing that they don't lose any conditions or overtime. I think that all Maritime unions should cooperate in trying to advance the wages of seamen but we know ship owners are not going to give us an increase of wages and that the only way that we can get them is through economic action. If the National Maritime Union wants to cooperate wholeheartedly and cancel their no strike pledge after the war in order that we might get better conditions and wages, I think they will receive the cooperation of other Maritime Unions. But no bone-fide rank and file organization is going to be misled by a lot of ballyhooing political bunk that has never obtained results.

Their program looks good on paper and the theory is wonderful, if they get the cooperation of the SS companies that they so often publicize. But to the man that goes to sea for a living it is strictly a bunch of hooey and is fooling no one.

J. P. SHULER, Patrolman

CHARLESTON

Shipping is slow and looks as if it will continue to be that way. Quite a few men on the beach here, mostly home town fellows. The weather is nice and the beach has opened up so when I want any men I just have to go over to the beach and some one will come by shortly.

JAMES L. TUCKER, Agent

Corporal Wilson Praises SIU Progress in 4 Years

Just a note to let you know that the LOG reaches me regularly and that it certainly is interesting. Every copy is passed along to some one else. Not seamen.

I believe that by passing the copies along we are able to help with the education of people in other lines of industry. They can read and see just what can be done to promote better conditions and harmony between employer and employees. An outside slat always helps.

I believe that right now the SIU is making some of the most progressive steps that have ever been made in organized labor. It seems to me that there is more ground work being laid for future solidity. The policy of the whole outfit is 100% American and progressive. I am awfully sorry that I have had to be away from it all for these four years.

Tell Paul Gonsorchick that he looked mighty natural in the March 9th issue. Can he still squawk as loud as ever?

Fraternally
CPL. C. B. WILSON,
A6056 (Retired)

There has recently been a regular epidemic of petty shipowner chiseling on seamen who become ill or injured aboard ship. Racketeering claim agents have been attempting to badger the men out of the maintenance and cure which is due them under general maritime law. The situation has become so bad that the union has demanded, and received, a statement of clarification from the War Shipping Administration. All seamen should read carefully the following government statement:

N. Y. MEETINGS IN WEBSTER HALL

New York Branch meetings are held every other Wednesday evening, 7 P.M. at Webster Hall, 119 East 11th Street, between 3rd and 4th Avenues. To get there take the 3rd Ave. Elevated and get off at 9th St., or the East Side IRT Subway and get off at Astor Place.

No cards will be stamped after 7:30 P.M.

"To all General Agents:
"Wages, maintenance and cure are not to be withheld in any case merely because the claimant has filed suit or is taking steps to that end or has submitted a claim for damages. Whenever wages or maintenance are due to a seaman under the General Maritime Law, General Agents are instructed to pay, promptly, currently, and in full.

"No settlements shall be made or attempted, in the payment of such wages and maintenance, for an amount that is clearly less than that to which the claimant is entitled under the general maritime law."

(sgd.) WILLIAM REDNER,
General Counsel
"E. A. GLOOMQUIST,
Director of Wartime
Insurance."

This statement is clear enough. All members should clip it out and show it to any claim agents who attempts to chisel on maintenance and cure. But more than that, the membership should be on the lookout for a phoney new claims release which has made an appearance on the West Coast.

This release is reprinted below. If any shipowner submits one of these to you, refuse to sign it. A good rule to follow is, don't sign anything until you consult your union.



Beware Of This Phoney Release

DO NOT SIGN THIS UNLESS YOU FULLY UNDERSTAND ITS CONTENTS—THIS IS A FULL RELEASE OF ALL CLAIMS AND DEMANDS

To all to whom these presents shall come or may concern, greeting:

Know ye, that I, JOHN F. WALSH,

the undersigned, for and in consideration of a net sum of SIXTY-TWO and 19/100 (\$62.19) DOLLARS,

the receipt whereof is hereby acknowledged, have remised, released and forever discharged and by these presents do for myself, my heirs, executors, administrators, and assigns, remise, release and forever discharge

Alaska Packers Association and United States of America, acting by and through the Administrator, War Shipping Administration, and its General Agents and Agents under Service Agreements, Berth Agents and Sub-Agents acting on their

behalf, and Owners and in particular the vessel S.S. "JOHN F. SHAFROTH", its engines, boilers, tackle apparel and furniture, its owners, operators, charterers, lessees, managers, officers, and crew, and each of them and all persons, firms and corporations having any interest in or to said vessel, of and from any and all claims and demands of any and every kind, name, nature, or description, and from ANY AND ALL DAMAGES, injuries, actions or causes of action; either at law, in equity, or in admiralty, which I now have or in the future may have against it or them or any of them, including any and all claims or demands for wages, maintenance, cure, compensation, reimbursement, transportation, sustenance, or expense under any law or duty imposed by any law of the United States of America, or any State thereof, or for any other account, whether or not the same be now existent or known to me or whether it later develops or becomes existent or known to me in the future, by reason of or arising out of personal illnesses suffered by me during a voyage commencing 7-12-44 and ending 8-18-44

the employ of said vessel and/or its owners and/or its agents at sea when the undersigned suffered from tuberculosis and other serious illnesses, from which I suffered during the voyage and from which I had theretofore suffered.

It is further understood and agreed that this settlement is the compromise of a doubtful and disputed claim and that the payment herein provided for is not to be construed as an admission of liability, which is expressly denied.

The undersigned does hereby affirm and acknowledge that he has read the foregoing release or had it fully explained to him and fully understands and appreciates the foregoing words, terms, and their effect, and that this is a full, final compromise, release and settlement of all claims, demands, actions or causes of actions known or unknown, suspected and unsuspected, and, as a further consideration and inducement for this compromise settlement the provisions of Section 1542 of the Civil Code of the State of California, which reads as follows:

"A general release does not extend to claims which the creditor does not know or suspect to exist in his favor at the time of executing of the release, which if known by him must have materially affected his settlement with the debtor."

are hereby expressly waived by the undersigned, who does hereby expressly agree that this release shall extend and apply to all unknown, unsuspected and unanticipated injuries and damages, as well as those which are now disclosed, and the undersigned hereby affirms that he has affixed his signature hereto voluntarily and of his own free will and accord.

This release contains the entire agreement between the parties hereto and the terms of this release are contractual and not merely a recital.

Witnessed by:

FULL RELEASE OF ALL CLAIMS

Do you understand that signing this paper settles and ends EVERY claim for DAMAGES, as well as for compensation, maintenance, cure and wages? Answer

(Claimant may write here either "yes" or "no", according to his understanding)

Dated 1945

FULL RELEASE OF ALL CLAIMS



BULLETIN BOARD

Unclaimed Wages—Seas Shipping Company

GEORGE VON L. MEYER VOYAGE 1	
John S. Granroos	1.00
GEORGE WESTINGHOUSE VOYAGE 2	
William P. O'Shea	2.84
Howard H. Holland	1.42
GEORGE WESTINGHOUSE VOYAGE 3	
Thomas E. Leonard	12.02
Frank Verrier	6.00
William Borden	12.64
Oscar Hassinen	12.64
David C. Bangs	12.64
Bob H. Estes	12.64
Norman R. Philipp	12.64
George E. Sauer	12.64
Alphonse Maples	12.64
Frank Verrier	12.64
Everett D. Sherman	12.64
N. J. Murdock	12.64
Francis J. Cook	9.22
John R. Lawver	12.64
J. L. Hart	12.64
Donald B. Hudgins	12.64
James M. Adams	12.64
Fred N. Hanshew	12.64
William Rogers	12.64
Deward P. Broden	12.64
Charles E. Kohrs	12.64
Thos. E. Leonard	8.42
Robert W. Caylor	2.11
Joseph Lee	9.74
Joseph La France	9.74
Nicola De Rosa	2.90
Julian B. Carpenter	2.90
Adalbert E. Chmidewski	9.22
Terrance Shea	12.11
GEORGE WESTINGHOUSE VOYAGE 4	
George W. Gill	4.76
William Borden	4.76
Oscar Hassinen	4.76
Walter Bierman	4.43
David C. Bangs	4.85
Bob H. Estes	4.92
Edward W. Stanczak	4.29
Norman R. Philipp	4.33
George E. Sauer	3.52
William L. Powell	6.45
Alphonse Maples	7.14
Frank Verrier	6.82
Everett D. Sherman	5.34
N. J. Murdock	4.68
Francis J. Cook	4.69
John R. Lawver	4.82
Willie R. Farris	4.74
Harold Gates	.15

John Canning	.70
Pedro Maren	.50
John Boulay	1.89
Albert Barteo	.73
Arthur Spencer	1.00
Joseph Lee	1.21
James M. Adams	8.80
Edward P. Broden	2.34
Joseph La France	8.99
George L. Hough	7.28
Adalbert Chmidewski	4.35
GEORGE WESTINGHOUSE VOYAGE 5	
Lorne M. Kenny	16.22
Willis Wright	181.39
Raymond Blais	1.42
HENRY SCHOOLCRAFT VOYAGE 3	
Lawrence M. Walsh	8.10
IRA NELSON MORRIS VOYAGE 1	
Joseph Prambi	5.26
JAMES GUNN VOYAGE 1	
James Stevens	14.99
JAMES GUNN VOYAGE 2	
Domingo Vanquez	.43
Francisco G. Vega	59.40
A. Haddud	2.95
JAMES GUNN VOYAGE 3	
Gustav Alm	98.75
John Campbell	98.75
Basillio Veras	98.75
David Bogie	98.75
Angel Deibe	98.75
John Inman	98.75
James Van Selakos	98.75
Edward Ford	98.75
Benjamin Axelrod	98.75
Alexander Mendicini	98.75
John Lynch	98.75
JAMES GUNN VOYAGE 5A	
Emilio Martinez	11.98
JAMES GUNN VOYAGE 6	
George Thorner	9.81
Luis Botelho	7.11
L. C. Rodriguez	7.11
JAMES HARLAN VOYAGE 1	
Jack O'Keefe	5.50
William Nutter	5.50
Lawrence B. Antonelli	16.47
Harvey V. Wilson	22.75
Millard R. Davis	95.37
JAMES HARLAN VOYAGE 4	
Yei Yunk Tek	2.64
JOHN BANVARD VOYAGE 4	
Mike Lasoya	3.23
William Baker	2.50
Dennis C. Waters	.67
Arthur Viperman	28.90
JOHN BANVARD VOYAGE 5	
Clarence C. Gass	5.93
James Sutton	5.00
Howard Hockman	5.25
Walter M. Cody	5.26
T. F. Hendrick	6.44
L. H. Beauchamp	1.68
Ernell Greenlee	.37

JOHN GRIER HIBBEN VOYAGE 3	
Harry Wonlotowitz	5.56
Harold Wilt	1.59
Adolph Iversen	1.89
Clifton Albertson	7.09
James Taylor	5.84
John Darcy	4.30
Arkad Rauk	.24
Israel Brodsky	5.05
Joseph Masser	4.86
Henry Gillet	1.40
Sidney Winters	61.92
JOHN GRIER HIBBEN VOYAGE 4	
Charles R. Harvey	31.67
JOHN P. MITCHELL VOYAGE 2	
Ira A. Ashe	.71
Lemil D. Arnett	27.38
Romeo Palisano	59.64
Louis Diamantopolus	38.40
Finley L. Goldinger	7.90
Charles A. Froberg	5.92
William H. Ambrose	4.34
Herbert P. Bailey	5.92
Donald E. Griggs	6.32
JOHN P. MITCHELL VOYAGE 3	
Robert L. Saunders	15.01
John F. McGuigan	13.82
JOHN P. MITCHELL VOYAGE 4	
Joseph Moser	27.90
Ralph Glascase	2.71
JOHN P. MITCHELL VOYAGE 5	
Francis Monteleone	3.21
A. Asol	8.88
JOHN ROSS—VOYAGE 1	
George Zimmerman	9.12
David Allen	434.18
Robert Espell	8.53
C. M. Gallen	2.92
J. Briner	25.89
Littlefield	45.24
Deshau	21.53
L. Perkins	7.37
JOHN ROSS—VOYAGE 2	
E. C. Hubbel	6.45
JOSEPH S. EMERY VOYAGE 1	
Z. Kassar	2.60
JOSEPH S. EMERY VOYAGE 2	
E. J. Shipp	5.69
JOSEPH S. EMERY VOYAGE 3	
Guy Battles	56.17
JOSEPH S. EMERY VOYAGE 5	
Walter P. Fawle	12.94
William A. Richards	4.84
Ronald A. Ambers	3.99
Raymond O. Richards	4.12
Grover C. Lewis	6.32
John W. Fegan	4.12
Frederick Pomykacz	10.17
Lawrence B. Mangan	5.04
John A. Bloom	4.71
Ferdinand Hartung	5.27
William J. Studt	4.17
Keith E. Mino	3.99
Donald H. Sprinker	4.44
Alexander Kauk	4.78
Virgil L. Conrad	4.44
Carl B. Furr	4.44

JOHN WITHERSPOON VOYAGE 1	
R. Bacon	22.33
KNUTE NELSON—VOYAGE 4	
Fred Bura	8.00
Robert W. Shearer	8.00
Herbert O. Pomeroy	8.00
Maurice J. Valentine	8.00
LOUIS JOLIET—VOYAGE 1	
A. Knight	65.28
T. L. Scott	65.28
H. D. Potts	65.28
G. D. Dawson	65.28
J. Lewis	65.28
F. A. Kile	41.90
LOUIS JOLIET—VOYAGE 2	
R. Moriglia	5.32
J. P. Mikalalunt	2.56
LOUIS JOLIET—VOYAGE 3	
C. Henry	1.42
C. Henry	1.98
Hubert Burtain	29.10
H. J. Fitzgerald	1.98
E. Kznenewski	8.66
John Kanston	10.64
LOUIS JOLIET—VOYAGE 6	
Lincoln C. Hayle	4.58
MARY BICKERDYKE VOYAGE 1	
Billy M. Delfs, Jr.	6.38
O. Weidum	17.78
NICHOLAS BIDDLE VOYAGE 1	
Rowland W. Flint	2.92
Jesse W. Edwards	26.86
Walter J. Sherrell	4.38
Anne Hansen	4.38
Stanley J. Kasmirski	18.78
Wiley E. Parrotte	3.38
Howard D. Schayler	2.12
John P. Edwards	2.64
NICHOLAS BIDDLE VOYAGE 2	
H. Bavblitz	17.69
NICHOLAS BIDDLE VOYAGE 4	
Frans F. Karlson	8.85
Joseph F. Pineau	61.52
Albert M. Jeffers	18.50
Elmer J. Shipp	18.50
Michele Carlucci	18.50
T. Latella	11.45
Rowland A. Biggs	8.53
Tom Mack	8.53
Albert H. Stimec	135.44
NICHOLAS BIDDLE VOYAGE 5	
John Hatgimisios	7.36
NOAH BROWN—VOYAGE 1	
Joseph H. Turnipseed	10.48
NOAH BROWN—VOYAGE 2	
John Wilson	8.91
George Emmons	40.24
George Wright	15.50
Stanislac Karpavicus	1.42
NOAH BROWN—VOYAGE 4	
Charles H. Foster	63.12
ORIENTAL—VOYAGE 1	
E. Townley	95.74
Ch. H. Harley	5.69
H. L. Dodd	5.69
E. D. Townley	5.69

Money Due

SS R. J. EDMONDSON
S. Roguen \$17.00; Eshbach \$10.00; A. Jochet \$15.00; Pufnack \$7.00. Collect at SIU Hall, 5th Floor.

SS JOHN C. CALHOUN
Repatriated Seamen's Wages
J. Kennedy \$193.66; J. Quimby \$160.30; J. Eddleman \$172.86; R. Morris 172.86; C. Montgomery \$180.63; H. Moore \$180.63; S. Gussley \$180.63; C. Logan \$188.43; L. R. Deakle \$196.43; J. V. Willoughby \$184.63.

Wages and Transportation
J. Eddleman \$578.53; H. Moore \$92.50; C. A. Logan \$728.70; E. Graham \$212.60; C. Shively \$430.12; J. Pappas \$314.30; J. Royal \$323.74; J. Miller \$350.58. Collect at Calmar, 44 Whitehall St., N. Y.

SS J. HEWES
Linen money for the crew for four weeks. Collect at the Bull Line company office.

SS ANDREW PICKENS
T. Kloss 7 hours; J. W. O'Berry 35 hours; T. Tishnor 32 hours; S. Hardy 35 hours. Collect South Atlantic SS Co. (Submitted by Charleston Branch)

SS WM. JOHNSON
The following can collect their money at the Bull Line Office: W. Collins, \$2.90; P. Balciy, \$37.10; W. Wanelik, \$1.10; E. Alto, \$3.45; L. Hannan, 1.10; Baktiste, \$1.65; R. Johnson, \$21.00; R. Noonan, 21.00; R. Vickerman, \$21.00; Anderson, \$21.00; R. Sobstad, \$21.00.

PERSONALS

LYLE KRAUSE
From SS John T. Holt, Probationary Book No. 44786, your gear and papers are in the 4th floor baggage room, New York office.

FRANK PIMPLIN
3rd Cook, SS Cranston Victory; Your gear is in the Philadelphia branch SIU Hall.

T. J. LUMONA
Pick up your Pacific District duplicate book at N. Y. headquarters, 51 Beaver Street.

JOHN D. McLEMORE
Contact your brother Arthur B. McLemore, Lt. Air Force, at once.

ROBERT C. WILSON
Contact attorney Silas B. Axtell, 15 Moore Street, N. Y., concerning action against SS Virginia Dare.

CHARLIE COLLETTI
Z 336439, your papers are held by the baggageman, 51 Beaver St., 4th floor.

Notice For All In-Patients

If you are in a marine hospital in the New York area and want to be sure that the SIU hospital delegate visits you, simply drop him a penny post card and write your name, ward number and hospital on it. You will then be visited weekly, receive the Seafarers Log regularly, and get the \$2 hospital benefits due under the provisions of the Constitution.

If you don't let the union know that you are laid up, the delegate can't be blamed for failing to visit you.

Keep In Touch With Your Draft Board.