



## NMU & War Shipping Administration Connive To Invade Sailors Union

### ANNUAL VOTING ENDS DEC. 31

On Thursday, December 31, the balloting for Atlantic and Gulf District officials will end. This election will determine all 1943 officials from Florida to Massachusetts, as well as Secretary-Treasurer for the entire district.

On the first Monday in January all Branch agents should secure a quorum and elected a tallying committee. The tallying committee has complete authority over the counting of the votes.

If no regular meeting can be held on that day due to the lack of a quorum, then a special meeting should be called in its place to elect the committee.

Following is that section of the SIU constitution which governs the procedure of counting ballots. All members should read it carefully so that the votes are dispatched to headquarters in good order.

Section 7. In the regular meeting held in Branches during the first meeting in January, the Committee on Election shall open the ballot-box, count the number of ballots therein contained and count the number of votes for each candidate. The result shall be noted in the minutes. The Committee shall then forward to Headquarters all used ballots (i.e., all ballots taken from the ballot-box, including blank and disqualified ballots), to-

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### Lakes Seamen Given "Furlough" For Winter Months

CLEVELAND, Dec. 18.—The estimated 12,000 crew members and officers on Great Lakes vessels will be classified as "on furlough" during the winter while the navigation season is closed, and they may be assigned to temporary employment in home communities, announced Robert C. Goodwin, War Manpower Commission director for Ohio, Michigan, and Kentucky, who said the "furlough" program was arranged to avert a serious shortage of seamen when the 1943 navigation season opens. The lake men will be offered temporary employment after release from ships by reporting to their local United States Employment Service office, he said. Goodwin pointed out that additional manpower will be needed in 1943 for operating the sixteen large new ships being built by the Maritime Commission for active service in the ore trade.

### MFOW-MCS-SUP Fight Curran's Raiding Tactics

The National Maritime Union is again attempting to expand its influence to the West Coast, this time with the aid of certain key stooges in the War Shipping Administration. Thwarted in previous attempts to move in on the SUP by abortive organizing campaigns, the NMU is now trying to accomplish the task by means of administrative degree handed down in Washington.

Here is the manner in which the latest squeeze play works. There is an official of the WSA by the name of Roland Davis who goes by the title of Chief of Labor Agreements. Before joining the government, Davis was chief assistant to Henry Melnikow and the Pacific Coast Labor Bureau . . . a Stalinist dominated outfit which has been out to get the SUP ever since it was founded.

Davis conceived the bright idea of allocating ships being built on the West Coast, and intended for west coast runs, to the Luckenbach, Grace and Moore-McCormick lines. Then, on the excuse that the NMU held collective bar-

gaining contracts with these lines, he ordered the ships manned with NMU men.

By this slick maneuver he hoped to flood the West Coast ships with NMU men and eventually undermine the entire SUP set up.

The reasoning used by Davis was pure fraud, for the SUP, MFOW and MCS have manned West Coast ships for years and their right to these jobs was guaranteed for the duration of the war under the Statement of Principles signed between the unions and the WSA last spring.

West Coast operations of Luckenbach, Grace and Moore McCormick ships have always been carried on with SUP crews. Until this decision was handed down last month, approximately forty Liberty ships had been built and allotted to these companies on the West Coast and manned by SUP men.

Brother Lundeberg, upon getting wind of the new deal, went immediately to Washington to fight for the protection of the SUP contracts. After battling the WSA for a week, the entire beef was shifted over to the War Labor Board as a "jurisdictional dispute." This was a slander against the SUP for the entire dispute was artificially created by the War Shipping Administration itself.

The NMU plays its part of the game by coming out in the Dec. 18 issue of *The Pilot* with the headline, "WSA Plots to Smash NMU." This is to make it appear that the NMU has no tie with Davis and his maneuvering, and is a complaint over the fact that Lundeberg successfully stalled the invasion of the West Coast by NMU men.

At the present writing the ships in dispute have been reallocated to the American Hawaiian Lines and are being manned by SUP crews. But this does not solve the question of future West Coast ships allocated to Luckenbach, Grace and Moore McCormick. The War Labor Board is to decide who gets these ships.

The membership of the SUP is conducting a militant fight in defense of its rights. Stop work meetings were held in all Pacific

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### SIU Against Freezing For Active Seaman

When the proposal to freeze seamen to the industry was first advanced, there seemed to be certain obvious advantages. The greatest advantage would be that the seamen, under the freezing proposition, would be likely to get industry wide deferment so that they would not be harassed by provincial draft boards lacking an understanding of the vital character of the Merchant Marine. Under the present system, seamen are deferred on an individual basis and for limited periods making it necessary to maintain contact with the local draft boards. As a general rule, seamen who have been active in their trade have not been molested by the draft boards.

(Continued on Page 4)

**Best Wishes**  
.. for the ..  
**New Year**  
from the  
**Seafarers**  
**International**  
**Union**  
(Atlantic & Gulf District)

## Shipowners' Dream Comes True—A Crewless Vessel

The shipowners are all agog with a vision of heaven on earth. An experimental vessel has been constructed which will eliminate all their headaches—no overtime to pay, no chow to buy, no beefs to listen to, NO WAGES TO CUT INTO PROFITS!

Yes, it's a ship that runs all by itself, completely automatic and crewless, operated by remote control radio. The ship was constructed by Maris Transportation System and Radio Controls Corporation. The ship is made of concrete

and is designed to travel in fleets of 10 to 20, shepherded along by a "mother ship" which, unfortunately, would have to be manned by a live crew which receives money and eats food.

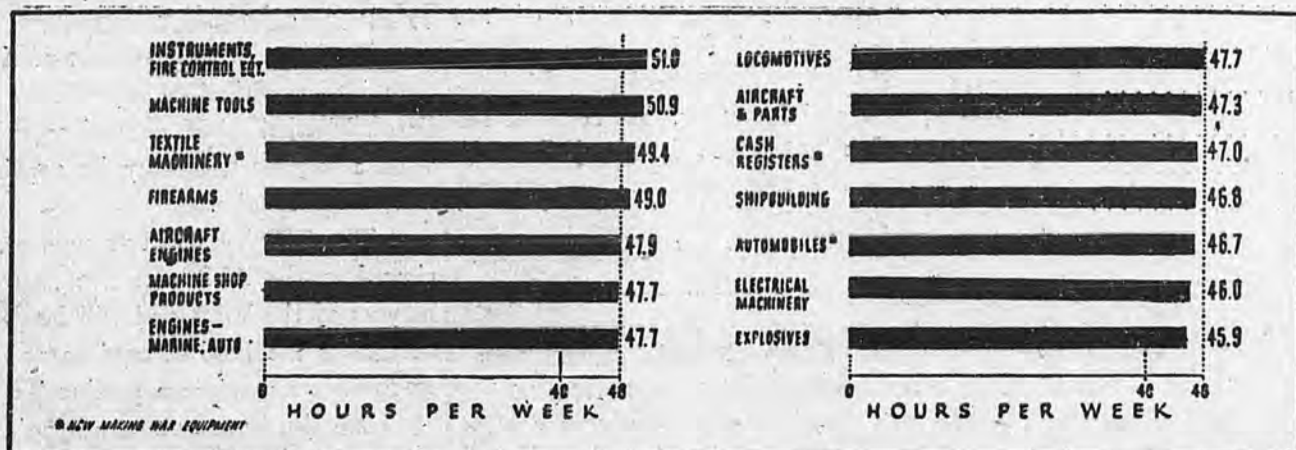
The new ships would be capable of deadweight capacity of 2,000 tons and would carry mostly oil, gasoline, molasses and ores. Diesel engines, automatically operated, would eliminate the necessity of smokestacks, all ports and hatches would be sealed, and the direction and speed of the ship would be

controlled from the "mother ship" by the remote radio control.

A 91-foot model, christened the Phantom, was launched at the Tropical Marine Ways yard at Riviera, Fla., on Oct. 19. The model is now being viewed, with glistening eyes, by shipowners and members of the Maritime Commission.

We can just hear the boys rubbing their hands together and muttering, "My, how simple labor relations are going to be from now on."

### EXPLODING THE 40-HOUR MYTH



This chart from the A.F.L. Monthly Survey, which shows labor is on the job from 45.9 to 51 hours a week in war industries, explodes anti-union propaganda that workers are working only 40 hours per week. The boss propaganda against the 40-hour week is, in reality, a move to smash overtime payments. They are not interested in more production so much as in more profits.

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

Affiliated with the American Federation of Labor

HARRY LUNDEBERG, International President  
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"THE SEAFARERS' LOG"  
P. O. 25, Station P, New York, N. Y.  
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## Storms Ahead

This past year has not been an easy one for our union. Hundreds of our brothers have been lost at sea. Our wages and conditions were first frozen by the government, and then chiseled by the shipowners. The ships we sail were requisitioned by the War Shipping Administration and dispatched to the four corners of the earth under sealed orders. Few men knew where they would wind up once they had signed articles. No one knew how soon they would get home — if at all.

The Naval Intelligence has shoved us around, threatening to remove good union men from the ships if they beefed too loud; the Army has shoved us around, requisitioning our ships and throwing overboard the contracts and overtime; the WSA has shoved us around, generally bungling labor relations and allowing both the shipowners and the NMU to fanagle around to the detriment of the seamen.

But we're not complaining. We only mention these facts so that no one will think that something has been put over on us. We have resisted the union-busters throughout this past year and we will continue to do so in 1943!

In spite of the shipowners and the swivil chair artists in Washington, in spite of the essentially anti-labor line of the NMU, we have "kept 'em sailing" but UNDER UNION CONDITIONS!

SIU wages and conditions are still the best in the industry, irrespective of the high pressure publicity department up on 17th Street. And they will remain so during 1943, you can be sure of that.

1943 will bring more hardship and suffering to the members of the SIU. It will call for continued heroism and sacrifice. And if peace comes during the year, it will only mean the beginning of a new war for us — a war with the shipowners.

But just as we face the fascist subs and planes without flinching, so shall we face the shipowners when they attempt to break open our conditions.

It looks like a lot of fighting ahead; but the seamen have the stuff to face it—and win!

## In Memoriam

- ABRAHAM, JOHN ..... AB
- RUBIO, MARIANO ..... Watertender
- ROUCHERON, SAMUEL ..... Messman
- SANTANA, EUGENIO ..... AB
- SULLIVAN, SYDNEY ..... Messman
- VAZQUEZ, MANUEL ..... Oiler
- WEBSTER, DAVID ..... Utility
- WORTHY, ALLAN ..... Fireman

### ATLANTIC AND GULF SHIPPING FOR NOVEMBER 30 TO DECEMBER 12

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED .....	234	260	171	665
REGISTERED .....	290	211	127	728
ON HAND .....	393	222	169	784



## Edo Fimmen Dead

NEW YORK, Dec. 15—ITF—Death has claimed Edo Fimmen, General Secretary of the International Transport Workers' Federation and for more than a quarter of a century one of the leaders of the international labor movement. The end came to him late on December 14, in Cuernavaca, Mexico, where he had spent the past year in an effort to regain his failing health. Fimmen was 61 years old at the time of his death.

Having served as the general secretary of the Dutch Federation of Labor before and during the first world war Fimmen took a leading part in welding the forces of labor together on a world-wide scale. He kept labor internationalism alive during the war years and was responsible for the first meeting between the representatives of the British and German transport workers' movements immediately after the termination of hostilities. After the reorganization of the International Federation of Trade Unions in 1919 he became its co-General Secretary. He resigned the post in 1924 to devote all his time to the cause of the International Transport Workers' Federation and its affiliates in the five continents.

## PERSONALS

**CORNELLO RODRIQUEZ**  
It is important that you contact the office of the Secretary-Treasurer next time you are in New York.

**JAMES SHIBER**  
Your mother is worried about you. Write her.

### REPORT FROM

## Washington

By Matthew Dushane

### War Emergency Board:

The meeting that was scheduled to be held by the WEB has been postponed due to the illness of Dr. Graham. When the board does finally meet I intend to take up the problem of increased war risk insurance, to ask for a compensation limit when the disability is less than 45%.

### War Shipping Administration:

You have no doubt read the details of the dispute between the SUP and WSA-NMU in the union papers. The War Shipping Administration is sabotaging the war effort by starting a jurisdictional dispute between the different maritime unions. They have bungled the job mainly because they have employed men who are not familiar with the industry. Now they inform us that the War Labor Board will be called upon to settle the dispute created by them.

It may be necessary to call for a Senate investigation to check on what the intentions of the eboondoglers are, to see whether they are out to win the war or whether they have ideas as to who shall represent the men on the ships and what union shall sail the ships. Their disruptive practices have been in force since prior to Pearl Harbor and America's entry into the war.

### War Production Board

President William Green of the AFL submitted the names of William Weiss, Fish Cannery Workers Union of the Pacific (SIU), and Frank Marshall, AFL general organizer of the fishermen's field in Alaska, with a request that they be appointed on the fish concentration committee for Alaska.

The CIO has had two men on this WPB committee for quite some time but the AFL was not represented. These brothers will be employees of the WPB and will be paid \$10 per day. This committee will determine the kind of equipment that is needed and where it is needed to facilitate maximum production in the salmon industry.

We also have two men appointed for the Atlantic Fishermen committee which covers New York, Massachusetts, and Maine. They are affiliated with the SIU and operate out of Boston and New Bedford.

I expect an early decision from the Secretary of Labor on our request that the cannery workers in the Pacific be exempted from the executive order whereby no overtime is paid for Saturday and Sunday.

**WHAT'S DOING**

# Around the Ports

## MOBILE

Well, Brothers, this is something to write home about. We had one of the Savannah Line Ships that was reconditioned in New York by the W.S.A. and allocated to the Waterman S.S. Co. to operate. Arrived here last Friday and paid off Saturday, and there was not one man drunk, not even half shot after a two month trip. The way that this crew conducted themselves was commendable. I have never seen a crew more enthusiastic about union's affairs since Pearl Harbor. It sure gives a pie card some incentive when he has a crew of that caliber to work with.

The Recruiting and Manning Division of the Maritime Commission has just opened an office here in this port, and as to my mental analysis, it is just the old U. S. Shipping Board streamlined. It looks like the beginning of a hell of a fight to maintain our union hiring halls in the near future. Brothers, don't take this thing too nonchalantly because there is more gravity attached to this outfit than you can imagine.

Just remember what I am predicting right now—that some day in the future this same outfit is going to give us the fight of our lives. I just don't like the smell of it, it has a very peculiar odor.

The way things shape up is this way, the N.M.U. is going down the line with it, lock, stock and barrel, and I am always skeptical of anything the policy committee of Joe Curran's domain advocates.

Now, for instance, the first thing as this office was opened here they immediately started an intensive campaign of inducing old and young men from all paths of life, painting them pretty pictures of what a wonderful opportunity the Merchant Marine has to offer. You will be surprised at the effect this campaign has developed, and the results it is producing; in this hall we have a steday stream of old and young men all day inquiring about how to go to sea in the merchant marine and get some of that en-

ormous wages and bonus that is being picked up on the merchant ships.

When you ask them if they ever have been to sea before, the answer is all the same—they don't know what a ship is.

So you can well understand what's behind the whole setup; the set-up is to get fifty men to every one job, and when they build up their pool to that status, then look out for squalls.

I've seen the old shipping board do the same trick in 1918, 1919, and 1920 and by 1921 the shipping board and shipowners association was all ready to crack down on the union. And oh, boy, what a crack down it was. I presume everybody that has been going to sea "A Dog Watch" is well acquainted with that feature of waterfront history; and that's exactly what this set-up smells like to me.

So brothers, my appeal to all members is to vote (YES) on your strike assessment annually, you will need it in the days to come.

OLDEN BANKS, Agent

P. S.:

Here is just a little poem I wrote and dedicated to the merchant marine.

He does not wear a uniform  
Of tailored navy blue;  
He may never be too stylish  
But he is loyal and fine and true.  
He is the stoutest, bravest fighter  
That the world has ever seen,  
He is the unlicensed seamen  
Of the merchant marine.

He is the lad upon the tanker  
With its precious load of oil,  
He is the one who mans the  
freighter

With the products of our toil.  
He is the one who dares the raider  
And the lurking submarine;  
He is the unlicensed seamen  
Of the merchant marine.

Let's give credit to our air force  
And the boys in khaki, too.  
Let's give credit to our navy  
And wherever it is due.  
But don't forget the cog  
In our greatest war machine,  
He is the unlicensed seamen  
Of the merchant marine.

O. B.

## BALTIMORE

The general situation in this area remains much about the same, although there are indications that a decided improvement in the port's status is beginning to shape up. The local yards are back to building Libertys again and between one thing and another we're expecting 1943 to be a busy year. Branch officials have been doing something about publicity for our boys in the local press with good results. For a while all you read about was how the NMU heroes had done this, that and the next thing, until the public must have got the idea that the CIO outfit was the only Union that sent men to sea. It's different now and you can't pick up a paper but there's a good story about the Seafarers Union and its men. Just the other day there was a very good article about the torn battle flag in the hall and the occasional plug the Union gets doesn't do anyone any harm.

The S.S. (.....) docked the other day and all beefs regarding wages, etc., were squared away without much trouble but the other type of beef that seems to be popping up a lot lately came up in this case too. The crew brought charges against the Captain for allowing a man with a social disease to work in the galley when he knew of the man's condition; for knowing that the food served the crew was bad and doing nothing about it; for refusing to enter in the log the fact that the Second Asst. Engineer had struck the black gang delegate. The case went to a hearing at the Inspector's but nothing came out of it so it is being taken to Washington. About the only answer we get to this type of beef is: "don't you know there's a war going on?" We know there's a war going on and we know it a damn sight more than a lot of the birds who ask the question. But we don't believe in letting anybody get the idea that they can use the war as an excuse to do as they damn well please.

There's two sides to every story as we found out when we went to bat for a member only to find out that he was in wrong because he had been peddling liquor to the passengers and crew. That's the kind of stuff that pulls down the union and gets the patrolmen in wrong. That's the kind of stuff that gives the brass-hats something to tie up to and write letters about discipline. As far as we are concerned any liquor peddler can go hire himself a lawyer; we've got too many legitimate beefs to attend to without taking on a phony like that.

JOHN VECHIO, Agent

## A REMINDER

In 1943 all seamen must file income tax returns, and they are going to be nicked for plenty. To start with, the so-called "victory tax" of 5% will be deducted weekly from all pay envelopes by the shipowners. On top of that, the last session of Congress passed a soak-the-poor income tax plan which means that all who earn more than \$12 per week must kick in.

Personal tax exemptions for single men has been reduced from \$700 to \$500, and for married men from \$1,500 to \$1,200. Credit for each child is now \$350.

So remember, if your income falls within the above classification, file a return and kick in the dough. The Department of Justice can throw you in jail if you fail to make out the return.

**Brother Samuel Lane**  
(Cook)

1900 - 1942

Died in U. S. Marine Hospital  
New York, November, 1942

## 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
	Dispatcher's Office	Bowling Green 9-3437
	Agent	Bowling Green 9-3437
BOSTON	330 Atlantic Ave.	Liberty 4057
BALTIMORE	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS	309 Chartres St.	Canal 3336
SAVANNAH	218 East Bay St.	Savannah 3-1728
TAMPA	423 East Platt St.	Tampa MM-1323
MOBILE	55 So. Conception St.	Dial 2-1392
PUERTO RICO	45 Ponce de Leon	Puerto de Tierra
GALVESTON	219 20th Street	Galveston 2-8043

## Out of the Focs'l

by

J. L.

Matthew D. Biggs stopped in New York briefly on his way back to the Gulf from Washington, D. C.

Every member should get behind the organization and vote for the new strike fund assessment.

Ray Trumbauer is attending the officers training school in New London, Conn.

Ray Sweeney and the other patrolmen have done a good job in collecting funds for Fort Stanton.

Yuletide greetings from the union to all of our brothers who are in the armed forces.



Cassel's parents: We send our regrets over the loss of your son, and our union brother, John Cassel.

Harry Collins was also in Washington on the big beef with the W.S.A. He's back on the job in New York now.

R. White expects to leave New York as soon as his claim is settled. He was banged up plenty.

Izzy Cohen is back in New York after having completed a trip on the Orbis.

Smalls has a number of inquiries here at headquarter's office concerning his whereabouts.

The unholy three, Marciano, Nunziante and Lavozoli are still around the New York hall — and Vincents.

Murrell, G-19, was telling us about his trip to Morocco. He had a hot time.

All the brothers should observe a minute's silence this Christman in memory of our brothers lost at sea.

Sweder and the Wild Greek were showing us some souvenir shells they brought back from Casablanca.



To all agents, patrolmen and members, we extend best wishes for the New Year and hope that 1943 will find our organization greatly strengthened by new men and ships.

## Seafarers' Log-

# HONOR ROLL

CREW OF S.S. MINOTAUR	57.00
CREW OF S.S. JOHNATHAN GRANT	15.00
CREW OF S.S. PAN CRESCENT	15.00
CREW OF S.S. ROBIN TUXFORD	14.00
CREW OF S.S. FIRMORE	11.00
PORT OF PHILADELPHIA	11.00
H. C. ROCH	10.00
CREW OF S.S. BENJ. BOURN	8.00
CREW OF S.S. PAN YORK	6.50
H. M. SVENNINGSON	5.00
M. DOWLING	4.00
ADALBERT GAWRONSKI	3.00
L. GARDINER	2.00
<b>TOTAL</b>	<b>\$161.50</b>

## 45,000 Longshoremen Granted Higher Wages

WASHINGTON, D. C.—The National War Labor Board approved a union-management agreement granting a 5-cents-an-hour wage increase of 45,000 longshoremen in North Atlantic ports. An additional 5-cents-hourly increase was approved for longshoremen handling explosives and damaged cargoes.

The increases, retroactive to Oct. 1, were incorporated in a contract between the New York Shipping Association of New York and the International Longshoremen's Association, American Federation of Labor affiliate, which the board said served as a master wage agreement for all Atlantic ports from Maine to Virginia.

# SIU Against Freezing For Active Seaman

(Continued from Page 1)

However, on close examination, we find that under the industry wide freezing orders that have been issued for other sections of industry, the United States Employment Service acts as the clearing house through which men are employed in the industry. While this may be practical for other industries, the seamen have learned through bitter experience that control over their own hiring hall is a condition essential to the continued existence of the union. If the process of industry freezing involves a change in our method of hiring so that the USES becomes in effect a super hiring hall the advantages to be gained by industry freezing are more than offset by the disadvantages.

Right now, hundreds of seamen who had left the industry are voluntarily returning to resume their place in our ranks. In many cases these men are over the draft age and a freezing order would in many cases serve to drive these men out of the industry. There is no shortage of men in the seamen's field and we do not anticipate any in the next period. Men are being trained in large numbers to take their place as qualified seamen in the ranks of the merchant marine.

Because the disadvantages of freezing heavily outweigh any apparent advantages to be gained, the SUP and SIU are opposed to freezing the seamen to the industry and are expressing their disapproval in the form of telegrams to various interested parties.

## Sabotages Sailors Union Of Pacific

(Continued from Page 1)

ports last week and telegrams of protest were sent to Washington.

The SIU stands shoulder to shoulder with its West Coast brothers in defense of their contracts and conditions.

## Editor's Mail

Editor  
Seafarers Log  
Dear Sir:

Regret to advise you that the U. S. Marine Hospital, Key West, Fla., will close for duration, December 21st, 1942.

Wish to thank you for sending copies of your valuable paper for Merchant Marines hospitalized here during past few years and assure you that same was greatly appreciated by all.

Fraternally,  
GEO. E. SPENCER,  
Recreational Officer

### ASSESSMENT!

Remember there is a \$2 Organizational Assessment which goes to the International.

The payment is voluntary! How good a Union man are you? Have you paid your \$2 obligation?

# ANNUAL VOTING ENDS DEC. 31

(Continued from Page 1)

gether with a copy of the tally sheets, under sealed cover, marked "Ballots for Officers." In case no regular meeting is held during such week, the Agent, in the presence of the Committee on Election, or, in their absence, before five other full members, shall open the ballot-box and count the ballots therein contained (but shall not count and tally the votes), and forward same to Headquarters in the manner hereinbefore prescribed.

Section 8. The Committee on Election at Headquarters shall count the number of ballots received from each Branch and cast at Headquarters, and shall count and tally the votes cast at each voting place. They shall prepare a report showing the number of ballots cast and the number of votes received by each candidate at Headquarters and each Branch, also the total number of ballots and votes. They shall carefully preserve and place under sealed cover all ballots, keeping separately the ballots cast in each voting place.

## SOUTHERN LABOR PLANS BIG RALLY IN ATLANTA, GA.

A call has been issued by the American Federation of Labor for a large labor rally to be held in the South.

It will be known as the "Southern Labor Conference" and will be held January 16 to 18, at the City Auditorium in Atlanta, with an expected attendance of 5,000 union members and officers from all parts of Dixie. George L. Googe, chief AFL Southern representative, is directing arrangements.

Railroad labor will play an important part in the parley. A session devoted to problems of rail workers will be presided over by President George M. Harrison of the Railway Clerks. Among major subjects to be considered by the delegates will be war production, threatened anti-labor legislation and attempts being made by foes of unions to interfere with organizing campaigns in the South.

Tally sheets shall be kept on file by the Secretary-Treasurer for the inspection of members, and the report of the committee shall be spread in full upon the minutes. The candidate receiving the highest number of votes for any office shall be declared elected, and shall assume office within thirty days after notification. If the candidate fails to comply with the foregoing provision, the office may be declared vacant, and the Union shall proceed to fill the office in accordance with Article 14, Section 3. Any member who desires to be present during the canvass shall be admitted upon showing his membership book in good standing.

Section 9. Mutilated or disfigured ballots, or ballots marked with

lead pencil, shall be deemed invalid. Ballots torn in such a manner that part of the names of candidates or voting squares is destroyed are to be regarded as mutilated ballots. Where the choice of any member for any office cannot be determined with certainty, the vote for such office shall not be counted. This also applies where a member has voted for more than the designated number of candidates to be elected to any office. All ballots cast at any time, in any place and manner, except as herein provided, shall be deemed invalid.

Section 10. All committees mentioned in Article XIII shall consist of six full book members in good standing; two members from each department.

## SIU Man Highly Praised In Baltimore Newspaper

The brothers down in Baltimore have been receiving a lot of public attention these past few months. Public receptions and testimonials have been given for them throughout the city, but it was climaxed this past week when the *Baltimore Sun* ran a series of feature articles on the SIU and its men. The articles were written by Hulbert Footner, Maryland author and *Sun* staff writer.

Footner visited the SIU hall on Gay street, described it and how the union functioned, and then wrote a series of interviews with various brothers. The first one was with brother Ralph Prager,

veteran of two torpedoings.

"Ralph has been going to sea for twenty-six years," Footner wrote in the *Sun*. "He is a simple man of great strength with a clear healthy skin and a candid blue eye."

The story then relates the sinkings through which brother Prager has gone. At the conclusion of the story the writer asked Prager if he was returning to sea.

"Sure am," said Ralph. "I'm not a nervous man. I figure they can't do anything worse to me than I been through already. I'd sooner have a gun in my hands, but hell! Somebody's got to work the ships."

## One More Week To Vote!

BE SURE TO

# VOTE YES

## On Strike Assessment

Prepare yourself and your union for the struggle to maintain wages and conditions after the war ends.

## CHRISTMAS ON THE HIGH SEAS

By BENNO ZIELINSKI

Tonight is Christmas Eve, John Mate,  
Were you ashore you could hear bells ringing.  
Take heart and celebrate  
While home folks carols are singing.

A blizzard from north-west roaring,  
Snow flurries darken the days rest.  
The ship is pitching and rolling,  
The sound of rivets loose in its chest.

He is on watch in the foc's' head,  
Listening to the storm's strange symphony.  
His eyes are fixed on the waves hollow bed,  
His mind far over the sea.

Over yonder fields brothers blood is spilled,  
Innocent women die in agony.  
As if man were only created to kill,  
Man to man—diabolic brutality.

Oh, when is mankind to unite  
To make life secure for home and hearth?  
Only better understanding and mutual faith  
Shall bring lasting peace upon this earth.

## INFORMATION ON INSURANCE PAYMENTS

After you have designated your beneficiary, inform that person. In the event that you are one of the unfortunate seaman who does not return from sea, it is not necessary for your beneficiary to retain a lawyer to collect the \$5,000 insurance benefit.

Tell your beneficiary to contact your union hall for full information. This money could be collected without a lawyer and at no cost to the beneficiary. Some attorneys are charging as high as \$1,000 to collect the insurance.

### MONEY DUE

Crew of S.S. *Wacosta* has \$185 in bonus money due. Collect at Waterman Steamship office, 19 Rector St., New York City.

## Axis Subs Active Off West Africa

Axis submarines, putting most of the pressure on merchant ships plying the narrow stretch of the Atlantic between South America and West Africa, sank eight more ships in the Western Atlantic last week, Navy announcements and other reports disclosed.

Six of the sinkings occurred in the South Atlantic while one vessel was sunk off the United States and another off Canada. The total over the seven-day period raised to 556 the count of announced sinkings of Allied and neutral merchant ships in the Western Atlantic since Pearly Harbor.

In the year and week since the Japanese attack nearly 6,000 crewmen and passengers have been lost with these ships. About 3,740 are known dead while little hope is held for most of the 2,233 announced missing.

Of the eight ships sunk last week, three were American, two were of the United Nations, unidentified by nationality, and one each were of Panamanian, Greek and Canadian registry.

The tabulation:

	Since Pearl Harbor	Dec. 6-12
Off the U. S. ....	1	192
Off Canada .....	1	50
In the Caribbean....	0	175
In the Gulf		
of Mexico .....	1	46
Off So. America ....	6	93
Total .....	8	556

## Yugoslav Seafarers Seek Extension of Gains

NEW YORK, N.Y.—ITF—Negotiations in London for a new collective agreement regulating the wages and working conditions aboard Yugoslav vessels are making progress and decision may be expected soon, according to word from Vicko Santich, secretary of the Yugoslav Officers' and Seamen's Union in New York and at present in England, to the New York office of the I.T.F. The Yugoslav seafarers are affiliated with the International Transport Workers' Federation.

In a survey of present conditions aboard Yugoslav vessels Mr. August Dijan, acting secretary of the union in New York, called attention to the substantial progress of the Yugoslav seamen during the last few years and the fact that their wages on trans-Atlantic voyages equal those of American seamen. A Yugoslav A.B. receives \$200 a month on trans-Atlantic runs, an ordinary seaman \$180, and a second mate \$320. Wages on African, Asiatic and Australian routes are substantially lower, an A.B. receiving \$128 and a second mate \$145 a month. On West Indies trips the monthly compensation is \$96 for an A.B., \$85 for an ordinary seaman, and \$145 for a second mate. Present overtime pay is 50 cents per hour. Yugoslav seamen are entitled to two weeks vacations and officers to three weeks per year.