

# Open Letter Of Protest To Collier's Magazine

Editors, Collier's Magazine  
250 Park Avenue, New York City

July 8, 1942

Sirs:

This is a protest against a vicious attack upon maritime labor unions which you printed in the June 27th issue of Collier's magazine under the title, "All Hands on Deck."

I am sending this protest in the form of an open letter for I intend to publish it in our union paper, knowing there is little likelihood of it ever seeing print in your magazine.

Collier's has never made any pretense of being pro-labor, but from time to time you have been rather pretentious about your "objective journalism." The article I refer to, written by Howard Hartley, is hardly "objective." It reveals the writer to be both a sloppy journalist with no reverence for facts, and possessed of a violent bias against labor unions.

It is hardly possible, within the scope of a letter, to present a complete refutation of Hartley's charges against maritime labor unions, but I do want to call your attention to a few of the blind haymakers thrown so indiscriminately at the labor movement.

## Libel Against American Seamen

Hartley's principal charges against American seamen are: 1. They are poor sailors (don't know their craft); 2. They are physical wrecks and can't perform their work; 3. They are subversive agitators; and 4. They are moral degenerates and attack female passengers. Oh, yes, one final point he makes is that their unions are full of racketeers who prey upon (a) the shipowner, (b) the public and (c) the United States Government.

Of course Mr. Hartley doesn't come right out and make all these charges in so many words. He, and you, his editors, obviously had one eye on the laws of libel. But the implications are all present and one doesn't have to read between the lines to get them.

Let's take up the charges in reverse order.

In discussing the strikes on the waterfront, Hartley makes no effort to present the economic issues involved in these strikes; the story of the cruel exploitation of the seamen for years by the shipowners; the systematic boss reign of terror designed to keep the men broken in spirit and disunited. No, Hartley sees "A plague of waterfront strikes" which resulted because of "activities of racketeers and agitators within the maritime unions."

## Spotless Record of S.I.U.

Speaking for the A. F. of L. seafaring unions, which means the Seafarers International Union of North America, Atlantic & Gulf District, and the Sailors Union of the Pacific, I can say that we conducted several strikes prior to the entry of the United States into the war. These strikes were democratically voted upon and conducted by the rank and file members of our unions. The strikes were for the immediate objectives of better wages and working conditions. There were no shake-downs, blackmailings or racketeering and I defy you and your reporter to prove that there were. We have engaged in nothing but legitimate union activity . . . which includes the right to strike!

In the best tradition of gutter journalism, Hartley writes, "letters

(Continued on Page 2)

## Patrolman Thwarts Shipowner's Move For Slave Maritime Labor

Sir Walter Carpenter, owner of the Carpenter Steamship Company which operates out of Vancouver, B. C., doesn't like the idea of paying union wages and so he conceived the bright idea of importing his own seamen from the Fiji Islands.

The only trouble was that the Fiji seamen were not the half-savage men Sir Walter thought them, and when they hit Canada they revolted against the slave conditions.

When they refused to sign on Sir Walter's ship, they were locked up and refused food and water. It was only the militant action of organized maritime labor in Vancouver that forced the shipowner to release the men and subsequently to abandon his whole idea of importing seamen from South Pacific islands on the theory that they would work for a bowl of rice with every now and then a fish thrown in for good measure.

Much credit for the break up of Sir Walter's scheme goes to the SIU patrolman in Vancouver, who fought the entire set-up. This SIU official sent the following account to the Log:

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# SEAFARERS LOG



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

VOL. IV.

NEW YORK, N. Y., THURSDAY, JULY 9, 1942

No. 23

## S.I.U. REQUESTS MARITIME BOARD TO BOOST BONUS

The following brief was submitted to Captain Macauley, chairman of the W.E.B., on July 2 by Mathew Dushane, Washington representative of the Seafarers International Union. Copies of this brief were also sent to Frank Graham and John Steelman, members of the Board. A formal hearing on the requests will be held in the middle of the month.

TO WAR EMERGENCY BOARD:

WAR BONUS DECISIONS:

Gentlemen:

The Sailors Union of the Pacific, The Seafarers Int'l Union, Pacific District, and the Seafarers Int'l Union, Atlantic & Gulf District, requests that the War Emergency Board give favorable consideration to the following proposals. The above organizations feel that in the interest of national unity and in the all out war effort, that these proposals will help to bolster the morale of the seamen at this particular time, when it becomes of vital interest to the United Nations to keep the ships moving and keep the flow of war supplies to the armed forces of the United Nations. The above organizations feel that the proposals submitted herewith are fair and reasonable.

1: That all bonus rates be put in classification No. 1.

2. That bonus be paid in all ports of the world, with the exception of ports in the continental U. S.

3. That all ports and bases in the Aleutian Islands, and Alaska, with the exception of south eastern Alaska, be classified in the \$125.00 Area, and this bonus rate be retroactive to June 3rd, 1942 the day that Dutch Harbor was bombed by the Japanese.

4. That all of Australia and New Zealand be classified in the \$125.00 Area and this bonus rate be retroactive to June 1st, 1942.

(Continued on Page 4)

## SKIPPER THINKS SUB IS A BUOY; GETS TORPEDOED

Brother James Martin has been torpedoed four times since the war began. Ships have been shot from under him in the South, Central and North Atlantic. He has spent days in lifeboats, on rafts and in the water hanging on to wreckage. There is not much he doesn't know about subs and torpedoes and so he was pretty disgusted on his last trip when the skipper didn't even know what a sub's conning tower looked like and let his ship be picked off like a clay pigeon.

It all happened at 6 o'clock on the morning of July 3rd 200 miles off the coast of New England. Martin had, just turned to on the bridge and was at the wheel when a sub surfaced about 300 yards off the port bow.

The skipper spotted the strange phenomena, which didn't look like any fish he had ever seen. After studying it a moment he said, "Buoy off the port bow."

Martin took a gander at the buoy—and gulped. Struggling to sound respectful to a man of superior knowledge and experience, he said to the skipper, "Kinda far out from shore for a buoy, ain't it Captain?"

(Continued on Page 4)

## Port Watchman Agencies Hit For Chiseling Wages

Nine Port Watchmen (watchman and guard) agencies have been enjoined from violating the Wage-Hour Law under the terms of consent judgments signed by U. S. District Judge Simon H. Rifkind.

This was announced today by C. Ira Funston, Acting Regional Attorney, Office of the Solicitor, U. S. Department of Labor. The nine concerns were charged with failing to pay overtime to their employees and also failing to keep proper and adequate employment records. The companies must hereafter adhere to the provisions of the Fair Labor Standards Act.

Investigation of the concerns was made under the direction of Arthur J. White, Regional Director, Wage and Hour Division, U. S. Department of Labor. The concerns are:

Allied Maritime Protective Service, 2 Rector Street, Vincent Di Brienza, doing business as Marine Detective Service, 25 Broadway; J. Fred Lohman, Jr., doing business as Van Hoesen and Brother, 24 Stone Street; McRoberts Protective Agency, 6 State Street; Nicholas Mealli and Anna V. Mealli, co-partners, doing business as Meallie Detective Service, 17 Battery Place; Oceanic Service Corporation, 26 Beaver Street; Henry H. Pape, doing business as Standard Bureau of Investigation, 15 Whitehall Street; Anthony F. Vachris, doing business as Port of New York Watchman Supply Co., 3909 Third Avenue, Brooklyn; Charles W. Van Hoesen Watching Service

## Shipowner Robbed of \$15,000 in Jewels

Mrs. Hans J. Isbrandtsen, wife of the shipowner operating a merchant fleet under his own name, was robbed this week of her jewels. She kept her trinkets "in a little box" on her dresser.

The police revealed that the missing jewels were valued at \$15,000 and included rubies, diamonds, sapphires and jade set in platinum and gold.

The most valuable single piece was a diamond bracelet, with eight pear-shaped diamonds, weighing twelve carats; sixty-eight French cut diamonds, weighing four carats, 212 round diamonds, weighing five carats; and bearing a tiffany stamp."

## BULLETIN

The War Labor Board has just ruled in favor of the Great Lakes District of the SIU which has been fighting with the D. & C. Navigation Company on the question of wages. The Board instructed the line to boost A.B. pay from \$155 per month to \$178.



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

Affiliated with the American Federation of Labor

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 110 Market Street, Room 402, San Francisco, Calif.

ADDRESS ALL CORRESPONDENCE CONCERNING THIS  
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"THE SEAFARERS' LOG"  
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## Open Protest Letter

(Continued from Page 1)

From women protested against being awakened in the staterooms by union Stewards with a cheery, 'Hi, Babe, get up.' Other Stewards . . . had conducted escort bureaus for lonely women and had molested girls in dark corridors."

It would be absurd to deny that no Steward at any time ever made such a remark as "Hi, Babe, get up." This may have happened at some time over the past years. But I can deny the generalization which Hartley tries to draw from such an incident, namely, that all union seamen are rapers and that a woman passenger isn't safe on a ship manned by a union crew. This generalization is so obviously absurd to any one familiar with the merchant marine, that I don't propose to waste any time or space upon it.

### Fascist Attitude Revealed

Striking a typical Fascist pose, Hartley attacks unions as un-American. He writes, ". . . most of these . . . sailors are physically unfit, dangerous agitators . . ."

For your information, all seamen are examined by a doctor prior to signing on each ship. American seamen are physically sounder than probably any other group of workers in the country. And as for being agitators, such a charge needs clarification . . . clarification which Hartley is careful to avoid.

Does he (and Collier's) mean that all union men are "dangerous agitators?" Is the entire labor movement un-American? Is every strike the result of either a racket or subversion?

Hartley's formulation on this issue is purposely vague and therefore difficult to answer. For our part, we can only say that if it is un-American to fight for a living wage and decent working conditions, if it is subversive to demand that the shipowners treat us as freeborn men with a dignity as American workers, then make the most of it for we are guilty.

### Maritime Heroes Slandered

Hartley, in describing the new graduates of the Maritime Commission schools, has this to say, ". . . (the graduates are) better seamen than half of the men in our old merchant marine."

This is a foul slander on the men who have courageously sailed our merchant fleet in peace and war and who today place their lives in jeopardy each time they sail. Our union alone has lost 473 men due to enemy torpedoes.

American seamen are the most able and efficient in the world. They have the skill and courage that comes only to free-minded men who have learned to fight for their rights.

We have no quarrel with the boys now graduating from the Maritime Commission schools. Most of them are joining the union movement in spite of the anti-labor propaganda to which they are continually subjected. But we do say this . . . no man can become a real sailor by merely attending school for a few months. It takes actual sea experience to make a seaman. The U. S. Government itself recognizes this fact by requiring 3 years sea service before issuing a full A. B. ticket to a man.

The Maritime Commission schools are turning out many good potential seamen. We, the maritime unions, are welcoming these men into our organizations and shall do our best to make them both good seamen and good union men. You may be certain that the great majority of these graduates will remain unaffected by the poisonous anti-labor propaganda, of which your article is typical.

These graduates will become union men, not because of any pressure from "goon squads," but because it is to their economic interest to do so, and because their entire background and tradition demands that they stand upon their two feet and bargain with their employers as proud and independent Americans.

Very truly yours,

JOHN HAWK

## I.T.F. LONDON CONFERENCE DEMANDS SAFETY REFORMS

Representatives of 12 seafaring nations met this past week in London, England, and laid plans for the improving of conditions and wages of all seamen the world over. Particular emphasis was given to the installation of the newest safety equipment in order to reduce the casualty rate of the merchant seamen.

The conference, called by the I.L.O. and meeting under the auspices of the International Transport Workers' Federation, was attended by Morris Weisberger, representing the SIU. Brother Weisberger gave a detailed report on conditions in the United States and took a leading part in the drafting of plans for future Federation action.

Turning to the reports prepared by the I.L.O. and the various proposals of the delegates the conferees devoted several days to a frank discussion of conditions prevailing aboard ship and safety measures necessitated by the war. Among the measures approved by the Conference are: Two motor lifeboats on all ships over 3000 tons; steel lifeboats on tankers and ships carrying inflammable material; lifeboats to be provided with compass, signal pistols, waterproof charts and first aid kits; mechanically operated lifeboat davits; appointment of government inspectors to supervise safety conditions; greater lifeboat supply of fresh water in buoyant containers; lifeboats equipped with radio transmission sets; better lifeboat hulls with suitable weather protection; and appropriate fire and boat drills for the crew before leaving port.

The Conference also adopted an outspoken resolution with regard to seamen's welfare in port, demanding that instead of so-called charity proper provisions be made for seamen and that these be enforced under the joint control of seamen and shipowners. It was also emphasized that seamen on shore ought to be treated as citizens and individuals equal to anyone, and not be singled out for special treatment. Spokesmen of the Chinese and Indian seamen urged that steps be taken to improve the conditions and treatment of their nationals in overseas ports. These demands met with great sympathy and the promise that appropriate action would be taken to defend the interests of these seamen.

### U. S. Employment Service Blasts Discrimination

As part of a comprehensive code to guard against racial or religious discrimination in jobs filled through the United States Employment Service, Mrs. Anna M. Rosenberg, regional director of the Social Security Board, has instructed all public employment offices in this State not to make placements for any employer who "refuses to employ otherwise qualified applicants solely because of race, color, creed, national origin or descent," it was learned yesterday.

In a memorandum sent to all U. S. E. S. administrative employes, Mrs. Rosenberg said it would be the official policy of the agency to "stimulate the fullest utilization

of the labor supply" by encouraging employers to eliminate from their job orders any specifications, including age or sex, that were not associated with ability to perform the job.

### HEROES OF THE DEEP

(Dedicated to the Lost Members of the S.I.U.)

TOLL FOR THE BRAVE,  
 THE BRAVE THAT ARE NO MORE.  
 ALL SUNK BENEATH THE WAVES  
 FAST-BY AND FAR FROM THEIR NATIVE SHORE.

OVER FIVE HUNDRED OF THE BRAVE,  
 WHOSE COURAGE WELL WAS TRIED,  
 HAVE SEEN THEIR VESSELS YIELD AND  
 KEEL OVER ON THEIR SIDE.

THEY DEFIED THE FOE BY SAILING ON,  
 UNDAUNTED THEY SEEMED EVER TO BE;  
 THEY CARRIED ON IN THE FACE OF DEATH  
 FOR THE CAUSE OF LIBERTY.

THEY WERE EVER IN ALL SEA'S BATTLES,  
 THEY'VE FACED THE TEMPEST'S SHOCKS,  
 THEIR SHIPS HAVE SPRUNG SOME FATAL LEAKS,  
 THEY'VE BEEN DASHED UPON THE ROCKS.

TOLL FOR THE BRAVE,  
 BRAVE UNION SEAMEN HAVE GONE.  
 THEIR LAST SEA FIGHT IS FOUGHT,  
 THEIR WORK OF GLORY DONE.

Pacific District SIU No. 60

## Out of the Focs'l

by

J. L.

We wonder if the old-timers in all their experience ever saw a sea buoy 150 miles off shore? A Captain's imagination which thought a sub was a buoy, cost the loss of his ship. The Ensign did not give orders to fire on the object and the brand new ship with its 14 guns and important cargo, went down. The old man should never be allowed to sail an American ship again. Many of our brothers were lost because of the skipper's indecision. Percy De Leon, after being blown off the ship into the sea, was able to maneuver around, and grabbed hold of a dynamite barrel which went off and blew him into Kingdom come. One of the brothers never got out of his bunk and was burned to death. To the friends and relatives of these lost brothers we extend our heartfelt sympathy.

△ △ △

Brother Cebula had his first experience on a torpedoed vessel. Never having been in water before in his life, he was blown off the boat deck, went down and came up, and had the presence of mind to grab the first thing he saw and was rescued. All he got out of it was a black eye. He says he's going back, as he feels lucky. John T. (Red) Wulzen, was a member of the same crew and has survived his second torpedoing. Red says he has now been on the best and the worst ships and they seem to knock them off each time. He is going to ship again soon and as long as his two children are taken care of, he says he doesn't mind if he's lost at sea. It is the spirit of men like him that will eventually win the battle with the subs.

△ △ △

Izzy Cohen was scared lest we write something about him, but Jo Jo Flanagan gave a good description of him. It is reported every time Izzy gets to the City of Brotherly Love, Joe closes the Hall. Tom Slack wants to inform us that the only man he ever grubbed a dime off was Harry Collins.

### Notice For Crew Of Alcoa Voyager

Members of the crew who paid off on July 1st, are entitled to \$4 linen money. Collect at any Alcoa office.



**WHAT'S DOING**

**Around the Ports**

**BOSTON**

By  
**JOHN MOGAN**

I dispatched a full crew for a new Liberty Ship but there developed many hitches. The men were all excited for two weeks before dispatching them as the operators postponed crewing dates three times and the ship's yard delayed delivery twice.

This mix up could easily be avoided by having proper co-ordination. Much credit should be given the crew for the manner in which they took these numerous postponements.

Another problem which confronts us in Boston is that there are plenty of O.S., Wipers and Messmen applying for jobs and very few jobs to give them. Some means must be taken to utilize these future seamen as they are all young American citizens and possess a fair education.

I have several ships in port here and two of the ships' Captains have been calling at our office most every day to complain about some member of the crew. Nothing serious, just the Captain's nerves. Finally I had to tell the skipper to take several days off and have a good drunk and leave the question of the crew to us.

**PHILADELPHIA**

By  
**JOSEPH FLANAGAN**

Two Iron Maidens (nee) Liberty Ships, arrived here this week. Beefs concerning the cramped quarters were the major issues. It seems every time extra gun crews are put aboard, the unlicensed members of

the crew are called upto to make more sacrifices. We wonder why the spacious quarters assigned to officers can't be requisitioned for a change? And the cadets eliminated. After all, we are all concerned with winning this war, and it is only proper that we should all make some sacrifices. It is nothing new for officers to double up. We can all remember when the shipowners wanted more cargo space they never hesitated to take the quarters from any and all men on their ships. If the Maritime Commish and War Shipping Administration really are concerned with improving the moral of the seamen, they should try to equalize the inconveniences as much as possible.

Peace reigns temporarily at Filthydelphia. "Get Going" Sampson, Matt Lynn, and Walt Lebon have shipped out. This trio could disturb the peace of Paradise. After many moons big chief Isadore Cohen was returned to these hunting grounds. His great White Father, Harry Collins, must have been displeased with him. However Lemon-in-the-Puss Izzy finds hunting very poor here. He relates a vivid tale of how he was nearly torpedoed going down on a train to join a ship in some port. We found out later that Izzy was merely looking at a picture of a torpedo in some daily paper. Better luck next time, Izzy.

A number of our old brothers have returned from many ports. We are sure happy to see them back safe. One of them, Bill Fowler, has returned with many rubbles. Among his trophies is a button from the uniform of a Russian soldier which he is going to present to Collins. Other Brothers who have returned safely are: Frank Tilley, Roy McNish, Frankie Onley, Soapy

Campbell, Earl Noteware and our famous Greek, K. Hotgitimisios.

"Do - the - Best - You - Can" Hillman is now among the tropedoeed survivors. Six days in a lifeboat hasn't dulled his speaking capacity any, but I guess his experience is worth a drink in any man's saloon.

**NEW YORK**

By  
**H. J. COLLINS**

Well, here we go again doing business at the same old place as usual. We had quite a setback this week when the old warhorse from the gulf, better know as "iron-pants-Johnson," fowled up his books and it became necessary for the Agent to suspend him and to prefer charges according to the Constitution. This will be quite a disappointment to his many friends. Let us hope that this won't be repeated again in a hurry.

It has been reported by very reliable authority that JoJo from the city of Brotherly Love, is having quite a time getting the new Liberty ships crewed up. I suppose it is due in part from the effects of the jolting that he gives them when he takes them from the Hall to the ships in his iron-bound chariot.

Blubber faced Tommy is doing rather nicely these days, but it is hard to understand why he shares a room with a certain individual and never gets in until five in the morning, we also wonder what he was doing coming down 47th street with his undershirt all torn and scratches on his belly. Now don't tell us, "no" door could do that. Leaping "J. L." the head-quarter's columnist better stop panning JoJo or the goons from Philly might catch up with him and they might separate him from his galumpkie.

But leaving all jokes aside, where are all the good writers from Philly who used to send in such good material to the Log each week? The editor sure misses your copy, especially that of D-C-J. Get going Casey. Well, I guess that we have said enough for this time, but in closing, buy bonds or you will be in them.

**NEW ORLEANS**

By  
**"ARMY"**

See by the papers that we are still losing a few of the ships and the boys on them. When a man gets one sunk under him, gets picked up then has the rescue ship also sunk, it is getting monotonous. But when the second rescue ship is also sunk, then it is too much of a good thing.

Things are running by yumps and yerks here. One week all hands are on the hop, the next all hands are setting around the hall waiting for one to show up.

Things are coming to a fine head when some shavetail that is one of

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

**Secretary-Treasurer's Office**

Room 213 - 2 Stone Street New York City  
P. O. Box 25, Station F Phone: BOWling Green 9-6246

**DIRECTORY OF BRANCHES**

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**Ships To Be Named  
Gompers And Furuseth**

Two of the most famous of the nation's recent labor leaders will be honored when ships bearing their names are launched as part of a giant Labor Day celebration, sponsored by the Maritime Commission.

One ship is to be christened "Samuel Gompers," the other "Andrew Furuseth." Furuseth, a late leader of the Pacific Seamen and one of the founders of the Seamen's Union in 1885. He became known as the father of unionism on the sea and won for seamen some of their greatest gains.

One of his biggest triumphs occurred in 1915 when President Woodrow Wilson signed a law granting sweeping concessions to American seamen, a law which Furuseth had sponsored and fought for.

It was SUP agitation that finally prompted the Maritime Commission to name one of the new ships after "Andy." Last week Harry Lundeborg received the following letter from Admiral Land:

Mr. Harry Lundeborg, Sec.-Treas.  
Sailors Union of the Pacific  
59 Clay Street  
San Francisco, California

June 26, 1942

Dear Mr. Lundeborg:

Thank you for your letter of June 17 and the added support given the name Andrew Furuseth. A number of others have suggested his name for one of the Victory Fleet ships.

We now have under consideration a plan for celebrating Labor Day, giving full recognition to the important part that the shipyard and factory workers are taking in this fight for freedom. We are assembling a group of selected names taken from the history of labor's progress. These names will be assigned to ships launched throughout the country on Labor Day. Our policy has been not to name ships for those living.

You may rest assured that Andrew Furuseth will be included among the names we use at the Labor Day launchings.

Sincerely yours,  
E. S. LAND

the 90 day wonders, can go around an army transport calling the crew members a bunch of draft dodgers. Expect that this is one of the birds who would be the first to holler if the draft dodgers didn't get the stores in there so that he can continue to eat. When the majority of the Army men and officers act regular, then have some punk like this start throwing his weight around, insulting crew members, it is time to take stock and find how come. The men going to sea are at the present time our first line of offense and as such should not be insulted by some screw ball.

Needing men over the week-ends made the rounds and found that the seamen are digging in. The old haunts are deserted. The boys must be spreading the heavy sugar in the best of the spots.

Gang from one of the wandering Missy ships blew in over the week-end and according to their reports, Waid in Savannah had the cinch. No squawks to amount to anything. They state the well-known M. M. S. Pierre, as usual, messed up. Take this as a warning.

Why can't we have the Steamship companies ordered through Washington to supply postcards and when a man signs on his ship make him fill in his name and the address of his local board. This would eliminate the present mixup. Have written to the Duke on this so maybe more later.

The Steward from one of the transports was fired by orders of the Army. 38 years in the company meant nothing to them. After a first class beef the man was ordered back to the ship.

**A REMINDER**

Any member of the SIU who accepts transportation money from an operator to get to the point of debarkation of his ship, and then refuses to sign on, shall refund the transportation money to the operator and shall be fined \$25 by the union.

A member delaying a ship or quitting without notice in accordance with the ship's articles and the union contract, shall be placed on trial. If the member is found guilty of the charge, he shall be suspended for 30 days, plus a \$20 fine for the first offense; six months suspension and a \$50 fine for the second offense; and for the third offense he shall be expelled from the Union.

Adopted at Agents Conference in Savannah—Ratified by the membership.

**Rules on Personal Effects:**

IF YOUR SHIP IS SUNK AND YOU LOSE YOUR GEAR, YOU ARE ENTITLED UP TO AND INCLUDING \$250 COMPENSATION ONLY IF YOU HAVE MADE OUT A LIST AND VALUATION OF YOUR BELONGINGS AND FILED IT WITH THE SKIPPER BEFORE SAILING. FAILING THIS, YOU ARE ENTITLED UP TO AND INCLUDING \$150. IF YOU FAIL TO LIST AND FILE YOUR GEAR, THERE IS NOTHING THE UNION CAN DO TO AID YOU TO COLLECT MORE THAN THE \$150.

**Rules on Death Benefits:**

ALWAYS NAME A BENEFICIARY FOR YOUR \$5,000 GOVERNMENT INSURANCE IN CASE OF DEATH AT SEA. MANY CASES HAVE BEEN HUNG UP FOR MONTHS BECAUSE OF THE FAILURE OF A MAN TO NAME A BENEFICIARY. PROTECT YOUR FAMILY BY NAMING A BENEFICIARY!



## SKIPPER THINKS SUB IS A BUOY; GETS TORPEDOED

(Continued from Page 1)

By this time the sub had changed position and was off the starboard bow. This disconcerted the skipper a little. "The buoy has changed position," he mumbled resentfully.

"God damn it, that's a Nazi sub," Martin exploded. "And if you keep messin' around you're going to get a swastika right in the seat of your pants."

And before the skipper could say "insubordination," the torpedo had struck the ship with a terrific explosion that all but broke her in half. Most of the black gang was killed outright. Several more SIU brothers on deck were lost when the lifeboats capsized. The survivors were adrift for hours before being rescued.

Brother Martin arrived back at headquarters this week and was boiling about the skipper.

"Why that . . . \*!\*!;\*!!\*," he said. "We had a Navy gun crew aboard and they never had a chance to fire a shot."

Someone suggested to Martin that maybe the skipper had learned his lesson and would shoot first from now on.

"Why that guy is more dangerous than ever," Martin replied. "Next time he sails he'll probably shoot up all the buoys in the harbor, thinking they are enemy subs."

### DO NOT SHIP

JAMES W. RENFRO . . . . . T. C.  
JESSIE W. WEAVER . . . . . T. C.  
ROBERT LANDIS . . . . . P 4454  
JOHN OWENS . . . . . P 4799  
OVILA VALLEY . . . . . P 6050  
SAM HALL MANNING . . . . . P 6049  
EDWIN JAMES MORGAN . . . . . P 1898  
ARTHUR R. WYNOTT . . . . . P 7236

**B**uy  
war  
bonds

## S.I.U. REQUESTS MARITIME BOARD TO BOOST BONUS

(Continued from Page 1)

5. That all bonus rates shall start at midnight on day of departure of vessel from U. S. continental port, and bonus shall stop at midnight on day of arrival of vessel in U. S. continental port.

6. That the board give a clarification on decision No. 8, whether the operators and owners shall comply with this order. If the operators insist on not complying with this order the unions feel that they will be compelled to take other means of trying to arrive at a satisfactory agreement with the operators on the problems covered by the board's decision on No. 8.

7. Under decision No. 3, dated January 20th, 1942, on page No. 2 (B) 9th line down, commencing with PROVIDED, go to the 6th line which reads as follows: (Quote) have delivered to the master for approval and deposit with owners representative in said port, (unquote) That the board issue a clarification on this and designate

the master of the vessel the owners representative (which he lawfully is) making the owner of the vessel responsible if crews lists are not given to the owners agent by the master, and make the owner liable for all claims as per decision No. 3.

8. That the present \$150.00 minimum as per decision No. 3, remain in effect, and that the maximum be raised from \$350.00 to \$500.00 for loss of personal effects, without regards as to status of the unlicensed personnel.

Respectfully Submitted by  
Matthew Dushane, Representing the Sailors' Union of the Pacific and the Seafarers' Int'l Union, Atlantic & Gulf Dist., upon instructions from Harry Lundeberg, Pres. Seafarers Int. Union, Sec.-Treas. Sailors' Union of the Pacific and John Hawk, Secretary - Treasurer Seafarers Int'l Union, Atlantic and Gulf District.

### IMPORTANT NOTICE

All men who paid dues to ex-New York Patrolman Gus Johnson on June 27, 28 and 29, should bring their receipts into the office of the Secretary-Treasurer for checking.

## WINDSOR STALLS ON WAGE INCREASE FOR NASSAU SLAVES

NEW YORK—The Duke of Windsor, governor of the Bahamas, at a press conference June 23, stalled on the question of wage demands of Nassau workers, which led to a demonstration June 2 in which several were killed.

Asked if the Nassau workers would get raises in their 80c daily pay, the governor said he would have to discuss the matter with his executive council.

He said that "we have in mind" an increase for the lower paid workers but said it was all part of the general problem prevailing in the Caribbean.

What's the rush? Windsor isn't hungry.

### PAT ON THE BACK

"In some cases they (seamen) run even greater risks than do the boys in the Army and Navy. When we realize that over and over again, they land from one torpedoed ship and as soon as they recover from wounds or exposure they start on another trip, we can hardly fail to pay homage for supreme courage."

—ELEANOR ROOSEVELT

## Patrolman Thwarts Shipowner's Move For Slave Maritime Labor

(Continued from Page 1)

Dear Sir and Brother:

Not only are we at war against Nazism, but also against some of the would-be upstanding citizens of the British Empire. Having approached the manager of the "Carpenter Line" on the question of wages paid Fiji seamen imported into the country to break down Canadian seamen's wages and conditions. My conversation with this official went some-like the following:

SIU PATROLMAN: I represent a bonafide seamen's union. I understand you are about to ship Fiji seamen on one of your ships for one quarter the wages paid Canadian seamen and I want you to know that our organization will oppose you on any such move.

CO.'s STOUGE: By Jove. The bloody ideah! You know old boy we never pay the niggers wages that are equal to Europeans. Tut, tut!

SIU PATROLMAN: But don't you know that only recently an agreement was reached in London whereby all British and Chinese were to receive equal basic wage.

CO.'s STOUGE: Come, come old boy. We don't care what they did in London. We have certain standards to maintain, you know.

SIU PATROLMAN: Well, I can see by your attitude that you consider these seamen your slaves. We don't go for that stuff anymore and we don't intend to have you go for it either.

CO.'s STOUGE: But . . . but . . . (sputter) . . . that's preposterous . . . really!

Well, that was the way it went and I don't mind telling you I could hardly keep a straight face, what with his accent and his views on labor. Yet this is the same kind of tripe that demand their whisky and soda, come what may.

Alas, the poor dope lost out in his endeavors through the ever alert SIU. But what's more important, the Fiji seamen have been given lessons in organizing fellow native seamen and prior to leaving for their home country, they vowed to form a Union in Fiji and to take action against those parasites who continue to hold them in bondage. They in turn are asking the support of the SIU, and that, brothers, you must agree, is certainly our duty.

Fraternally yours,

Vancouver SIU Patrolman.

P. S. Enclosed is a copy of the Fijian wage scale as propounded by Sir Walter. ABs would receive a total (including bonus) of \$21 per month. The scale goes on down until the galley boy who would receive the tremendous amount (including bonus) of \$12 per month.

### ATTENTION ALL SEAMEN!

In the event you are captured and interned by the enemy, be sure to make clear your status as a merchant seaman. The prison camps provided for seamen are generally superior to those provided for civilians. Furthermore, it is easier for you to obtain an allotment on your wages and to receive benefits from the International Red Cross, if you are with the rest of your Brother seamen in a special camp.

## Seamen Deported By U.S. And Denied Legal Rights

(from PM)

On Monday, June 15, 40 alien seamen who had been detained at Rikers Island, where the Ellis Island overflow is housed, were taken from their cells by armed guards.

They were placed aboard a Coast Guard cutter and taken to a special train which awaited them on the Harlem River. Sixty others, brought from Ellis Island and the Philadelphia Immigration Station, were already on the train. The train took the men to Boston.

At that moment Charles L. Melton, attorney for several of the seamen, was at Ellis Island, trying to obtain passes to see his clients.

"Something's going on downstairs," he was told. "Wait till this afternoon."

That afternoon Melton was told that his clients "aren't here any more." No one would say where they were.

The foreign seamen were taken from the Boston station by bus to the East Boston Immigration Station.

They had no idea where they were going.

They were not permitted to phone or wire their friends or attorneys.

They had no clothes, except what they wore, and no money.

Some wrote letters, but these the Immigration officials did not mail for two days, which turned out to be too late.

The next morning, however, one of the men found a public phone and got out a call to Konrad Furubotn, a specialist in immigration cases. When authorities found the phone, they ripped out the wires.

The day after these men had

been removed from Rikers Island, while Melton was at Ellis Island, a postman delivered to his office copies of the Immigration Dept.'s proposed findings of facts and conclusions of law on several of his cases. The envelopes were postmarked 7:30 p.m. June 15. The attorney was given until noon of the next day to file exceptions—unreasonably short notice, he complained.

On at least one of these documents, the words *case adjourned* had been erased and *case closed* substituted. The alteration was clearly visible.

When Furutotn found that the seamen had been shipped to Boston, he notified Melton. Melton and another attorney, J. W. Rosinski, sued in Boston for a writ of *habeas corpus*.

The attorneys alleged that their 15 clients (no information is available on the others) had been deprived of their rights, as follows:

The aliens had not had the right of appeal to the Board of Immigration Appeals and the courts.

Their clandestine removal had robbed them of representation by counsel.

The seamen could not be deported to England, according to law, because they were not English nations, and they had not come to the U. S. A. from England.

The seamen did not get fair hearings.

Before the matter came up in court, the aliens were put aboard a ship and deported to England.

When the habeas corpus proceeding was reached, the Government argued for dismissal on the grounds that the aliens were no longer within the jurisdiction. The

## PERSONALS

DANIEL LAINE

Your wife is anxious to hear from you. Write her at 712 South 30th Street, Lafayette, Indiana.

D. F. SMITH

Contact Johnny Mogan, Boston Agent, as soon as you can.

JACK MULLICAN

Next time you are in New York please see the Secretary-Treasurers office, room 213, 2 Stone Street.

EDWARD KENNEALY

(and other members of the crew of the Gateway City)

Will you please get in touch with brother Hugh Burke who was injured July 11, 1941, due to a defective damper handle. He needs your testimony to aid him in getting compensation. He is at 190 Park Row, New York City.

court did not issue the writ, but it continued the petition pending investigation.

Immigration authorities take the position that thought the men entered the country legally, they overstayed, and were therefore deportable. They were given permission to ship out, and, according to the Government, refused. The Government says there is a shortage of seamen.

Counsel and friends and, incidentally, financees, all say the men were willing to ship out if they could get berths on ships in the open market.

AMOS LANDMAN