

Marine Council Of AF of L Unions Formed In Chicago

The AFL Marine Unions in Chicago and vicinity are organizing a Marine Council to further the interests of all marine workers and foster mutual benefits. The drive is sponsored by Brother Richard Walton, Vice President, International Longshoremen Association, AFL, Brother Bowman of the Tug Firemen and Linemen, ILA, AFL, and Brothers Herbert Jansen and Jack Delaney, SIU Chicago Agent and Representative, respectively.

The Unions already agreeing to affiliate with the Council are the Tug Firemen & Linemen, Longshoremen, Elevator Men, Grain Trimmers, Deputy Weight Masters, Dredge Workers, Marine Warehouse Workers, Licensed Tugmen and the SIU, Great Lakes District.

United Front

With the organizing of this Chicago Marine Council, the

SIU Opens New Hiring Hall In New Orleans

NEW ORLEANS, La.—A new hiring hall was opened up under the auspices of the Seafarers International Union of NA, Atlantic and Gulf District, here at 339 Chartres Street, last week. This is one of the first union properties that the Union's membership owns, lock, stock and barrel.

Alterations were made on the building after the Union bought the property and its features will contain business offices as well as recreational facilities and the hiring halls and dispatcher's office.

The hall is large enough to accommodate 200 seamen with comfort, Port Agent A. J. (Baldy) Bollinger reports, and says that it will help the rapid growth of the Union.

It will be open during regular business hours and will make assignments of men to ships much easier, Bollinger declares.

Opening the hall in this important port is a big step forward officers of the Union say, for owning the hall does away with the necessity of paying rents in hard times.

This is the first of a chain of halls to be owned by the Union's membership in this fast-growing organization.

The opening of the hall was marked by a house-warming which the members on the beach, as well as many prominent labor men of the city attended.

Lease Signed For New Hall In New York

A lease has been signed by the SIU's Atlantic and Gulf District for new headquarters of the district in New York. The new building is located at 51 Beaver Street some few blocks from the old address at 2 Stone Street.

The new headquarters into which the Union will shortly move comprise a modern 6-story office building with large floor spaces for the hiring halls and meeting places. It is located in a easily accessible portion of the City which can be found from all subways in the downtown New York area.

The building meets the continuous, progressive standards of the Seafarers International Union which believes that the members ashore should enjoy the finest possible conditions in the hiring halls and meeting places of their own Union.

The floors are spacious, clean, light and airy and will contribute much to the continued betterment of the Union as well as the health of the membership.

The building itself is fireproof and equipped with modern elevators, toilets, heating and ventilation. Within a few weeks the Union's district offices will be moved there.

N.Y. SIU Requests Transportation Order Be Straightened Out

NEW YORK, N. Y.—In a strongly worded letter John Hawk, Atlantic and Gulf District Sec'y-Treasurer, last week asked that some of the confusion caused by faulty decisions under operations regulation No. 64 be straightened out and that transportation be paid to members making voyages to the Hawaiian Islands when they have been paid off in a Pacific Coast port.

The letter points out the inconsistencies with which the operations regulation has been handled by some people in Washington and some of their illogical arguments in attempting to forbid payments of transportation rightfully due the seamen.

The letter follows in full:

June 10, 1944

Mr. Hubert Wyckoff
Asst. Deputy Administrator
for Maritime Labor Relations,
War Shipping Administration
Washington, D. C.

Dear Sir:

The SS Point Judith signed on and sailed from the port of New York on (.....) This vessel went through the Panama Canal, then to the Hawaiian Islands and from there to San Francisco. The crew was paid off and denied transportation to New York which was the port of engagement, on the grounds that the vessel had not made a trans-Pacific voyage or trans-Atlantic voyage.

Pursuant to operations regulation No. 64, these men are entitled to transportation back to the port of engagement on the grounds:

1. There is nothing in operations regulation No. 64 that defines or denies that a voyage to the Hawaiian Islands or any other island in the Pacific Ocean as not being a trans-Pacific voyage.

2. Numerous vessels have made voyages from New York to Noumea which is another island in the Pacific Ocean, a little more than 1000 miles to the westward of the Hawaiian

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Senders Cautioned On Seamen's Mail By Navy, Again

The War Shipping Administration has been notified by Naval postal officers that letters to seamen are being improperly addressed, often in violation of national security rules, WSA announced.

Failure to use the proper form in addressing mail destined for merchant seamen results in delay in delivery and in some instances actual loss.

To insure delivery, the following form should be used:

Seaman's name
Name of ship
C/o Postmaster San Francisco
New York or New Orleans (depending on coast from which addressee sailed).

The return address of the writer should appear in the upper left hand corner and the name of the steamship company in the lower left hand corner. The address of the steamship company should not be given.

In a number of instances, in direct violation of national security rules, letters have been addressed to a specific street address or place name of a foreign country. Addressing mail to any other than the proper port, in care of the postmaster, as noted above, only delays its reaching the seaman.

All members are urged to clip this and send it to those persons they expect to write to them.

British Honor AF of L's Generosity



Ernest Bevin, British Minister of Labor, unveiling the dedicatory plaque at a rest-break house in Tadworth, England, established as part of the AF of L's war relief program in England. Contributions made by AF of L members through the Labor League for Human Rights help support both this and other projects for aid to British workers.

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*

110 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)	2 Stone St.	Bowling Green 9-3437
BOSTON (10)	330 Atlantic Ave.	Liberty 4057
BALTIMORE (2)	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lothbard 7651
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS (16)	324 Chartres St.	Canal 3336
SAVANNAH	218 East Bay St.	Savannah 3-1728
TAMPA	423 East Platt St.	Tampa MM-1323
MOBILE	7 St. Michael St.	Dial 2-1392
SAN JUAN		
PUERTO RICO	Postal Zone No. 28	San Juan 1885
GALVESTON	219 20th Street	Galveston 2-8043

PUBLICATION OFFICE:

ROOM 213, 2 STONE STREET

New York City (4)

Bowling Green 9-8346

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WHAT'S DOING

Around the Ports

MOBILE

Well, Brothers, it's been a long time since you have received any material from this port, so it should be very much appreciated.

Things have been very slow, in fact, practically dead, around these parts of the country lately; but they should be picking up soon, NOW that the invasion is history. And by the way, speaking about the invasion, I noticed in this reactionary local newspaper here this morning that the National Maritime Union has ordered all their members to stand by in their Union Halls for any emergency, it states that Ralph Rogers of the NMU in San Francisco, sent a telegram to the President of the United States to that effect.

Now, if that wouldn't gripe you cut my legs off and call me shorty.

These commie stooges and fellow-travelers will go to any extremes just to grab the spotlight, they certainly believe in playing to the gallery.

Now, the average person that doesn't know anything about the situation, would naturally believe that the NMU has something in San Francisco besides their Union Hall with their outstanding sign on the side; but Brothers that's just about all they have there. So you see what I mean.

All that these parasites are worrying about is publicity and to hell with the Seamen that are sailing the ships, if they ever intend to do any thing for their membership why don't they try to get the bonus that the WSA has taken away from the Seamen that have to carry the goods, re-stored?

No, these stooges will agree to anything that the reactionary WSA directs whom, after all, are nobody else but the shipowners.

If these parasites would try to get something for their membership instead of publicising the CP in this war they would be a whole lot better off.

So until the fellow-travellers are able to go to the Comintern just keep the ship in the channel.

OLDEN BANKS, Agent

BALTIMORE

The newest news item of importance to labor was the Comical announcement at their last convention that they are desolving that rat infested organization. Yes, Brothers, Browder himself declared the U. S. Communist party non-existent.

We wonder if these vermin really think they can sell the American people that kind of malarkey, and also have the unmitigated gall to believe that any sane person would believe it. If they think that by the mere pro-

cess of changing their name from the Communist party of America, to the CIO Political Action Committee will induce the American people to become more susceptible to the Moscow doctrine of divide and rule, they certainly have another thought coming.

Comrat Browder talked extensively about the achievements of the Party during its existence in this country. In so many honeyed words he explained the following highlights. Their successful race hatred campaigns, their extensive encroachments upon the political, religious, and social life of this country, and last but not least, the splitting of the ranks of organized labor.

Yes, Brothers, these were only some of the chaotic heritages of CIO Political Action Committee. Whom, with the same leaders as the Communist Party had, will contrive to perpetuate.

Never was the truth spoken more frankly.

We can elaborate on these by stating the actual meaning of Browder's so-called successes. First, all those Communist-instigated race riots were a very important issue with their program of ruin and rule; next, boring into all existent political, religious, and social organizations, with the sole purpose of disrupting them, and if possible, putting them out of existence.

Through this medium they succeeded in getting quite a number of their members and sympathizers into various Government agencies, and in some cases even to the Congress and Senate.

As for their creating chaos in the ranks of labor, it is all too evident. The sad part of this is that it was achieved with the help of some unscrupulous politicians whom were in dread of the power labor would have had, had they remained together solid.

They were doing all too good a job for their Moscow boss, so this causes us to wonder what the real reason behind the orders to disband are.

We can be certain of one thing and that is the order came from Moscow, and that whatever the reason, it bodes no good for the United States.

Our guess is that Stalin is contemplating on some hostile diplomatic move which will infuriate the people in this Country so much that it wouldn't be very healthy for any one here to be associated with any thing with the name "Communist" hooked to it.

In the meantime these skunks can carry on their insidious program to demoralize our Nation under the guise of the CIO Political Action Committee.

This is what the Communist term working under ground, and the theory is that their work is more effective thus.

So, America, beware. You have had samples of some of their work already. We can only remind you of the times prior to Russia entering the war when they sent out the hue and cry of the "Yanks are not coming over there," and how success-

J. P. SHULER

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Member States Sentiments

The following letter to the Editor of the *Seafarers Log* shows just how the sentiment for the building assessment and for the purchase of a New York hall to house the Union properly, stands.

The letter follows and is just the average sentiment of a member on the current referendum:

Editor, *Seafarers Log*:

You should have heard me howl the other day when I heard of the building assessment resolution being voted on.

"Not me." I yelled, "I do not believe in any assessment of any kind!"

Several old-timers present calmed me down and began giving me a few cold bare facts of life. They explained to me the fact that the seamen have had, over a period of years, a terrific struggle to secure proper conditions, and they told me to look around at some of the dumps we have called union halls. And the amount of rent we pay for them, *which in the long run will cost us more than buying our own property outright.*

Then I got myself to thinking of all the 10 bucks that I had spent in some of the joints and of some of the "business girls" there, in which most of the time I got kicked out of without even having spent one enjoyable night.

Why shouldn't I go for a 10 buck assessment to buy a hall that might come in handy later as a place of refuge; and in case of a strike or lock-out, have a place when I can afford the amount of dough for such small returns as listed above.

When you think of it, the old-timers have fought a Hell of a lot for things that will have to be fought for again to maintain, just as soon as this war is over. So, why in the Hell, can't we have our own union halls and be prepared to fight the shipowners and their stooges to a standstill on every dock and in every port in this country. By buying a building and having a place to operate out of, we will have lots in our favor.

Fraternally,

HERMAN TROXCLAIR, No. 6743

Vote yes on the building assessment and for the purchase of Union halls for the membership to bring about good conditions ashore as we have gained them aboard the ships!

Editor's Mail Bag

Editor *Seafarers LOG*:

Here for the last few days, I have been sitting around trying to think of some way we might get ahead of a shipowner and then, I pick up a *Pilot* and what in the hell do I see, but that the shipowners have already beat me to the game.

They have recruited a confederate, and it is right there in the *Pilot*, written by the "Great Emancipator" himself.

I find that the NMU and other CIO affiliates, along with the co-operation of the steamship companies have blocked the restoration of the seamen's bonus. Now, all that is needed is for Curran to give the Shipowners a charter under the NMU.

Such a "union" should really get results, (in Curran's idea). They might even be able to get the seamen a *substantial wage cut*.

I don't believe in throwing dirt at any labor organization because solidarity is the only weapon with which the working stiffs have to fight the shipowners. But, when an organization makes a public statement in its official paper, that it is cooperating with the steamship companies to deprive the seamen of the gains for which they have fought and died, then I sincerely believe that it is time that the Rank and File members of that organization do something.

They should organize themselves to fight against these infamous commy characters who

have not only sold them down the river, and then bragged of it, but should fight them tooth and nail and replace them with men who fight for sailors' rights instead of political policies.

The NMU's commy officials on their own statement recently in Washington considered the bonus as a trivial matter. *Sure*, this is trivial to them because they are not going to sea under any condition. The only reason the "Great Emancipator" made a trip himself is because of the fact that the Draft Board was blowing down his neck at the time, and he is definitely not going to take any risk at all.

These characters should be unable to look any seaman in the face, as what they have done to sailor's conditions will go down in the labor record as the blackest deeds ever committed against organized labor. As I said, the Rank and Filers of Curran's organization should rise and strike him down, as unless this is done, he will eventually have seamen back to 1930 levels.

There is one thing that I believe will eventually show the seamen what this group of men really are worth. That is the day the Communist Party changes their line, then all of these people will do an about-face, the same as they did the day they changed their slogan when the Germans invaded Russia, and show that they are nothing but a pack of phoney commy rats.

Around the Ports

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ful they were in getting sympathy for that program, and then again when Russia eventually got into the War. How they sang another tune and again succeeded in getting sympathy.

We can only combat these rats by having one United Labor organization, and that organization a progressive AFL with such a power we can at will put our approval on politicians favorable to labor's welfare, which will mean automatic election.

So, Americans, refute the Communists of the CIO and get back into your own organization, the American Federation of Labor, and do it before it is too late.

Fraternally submitted.

JOSEPH FLANAGAN, Agent

NEW YORK

The picards up this way got a little bit of a break this past week when business dropped back to normal rather than staying at an all-time peak as it did for four consecutive weeks. As a result, some of the guys got a much needed rest, in addition to clearing up all of the Port's business and all beefs.

However, I am sure that this rest will not last for long, as we started off Monday by paying off 11 ships, so it may be that the picards up this way will have to go back into their old familiar whirl again for the next week or so.

Have been noticing that on quite a few of the ships signing on in outports, some of the men signed on as Night Cooks and Bakers, for \$122.50 instead of \$137.50, which they should have done. We advise all of you fellows down the line to be careful of this when signing on articles, for the difference in a trip can run up to as high as fifty bucks.

In line with this, the Educational Committee of New York Branch is mailing a scale of wages for the Steward's Department into every port. This should help some in the future towards eliminating this mistake.

The lease for the new building was signed yesterday and it appears as if we are finally going to get out of this dump within a very short time. Evidently, the meeting that the Building Committee had with the Realty Company a week or so ago and the head butting that they went through in negotiating with these characters at that time has paid dividends. We gained every point that we held out for in the lease.

We would like to call to all the members' attention that, when they are on a vessel, and through illness or some other reason, pay off before the ship leaves, to be sure and obtain a voucher from the Master of the vessel, as well as a verification from the head of your Department for amount of time due.

Some of the members have neglected to do this in the past, and as a result, the companies are singing that old familiar tune of "It's So Easy to Remember, And So Hard To Forget". Only they have revised it slightly to their own way, to wit: "It's So Easy to Forget and So Hard to Remember." Brother, if you think some of these Steamship Operators

can't forget real easy when you have a dollar at stake, then you have another guess coming!

I finally discovered what I believe is the all time mystery. While in Washington, D. C., the other day with several other union officials we visited the various bureaus with reference to union affairs. It appears that of all the thousands of people in Washington, D. C., tied up in these phoney bureaus, not one is able to say anything but "No, No, A Thousand Times No!"

We looked into every corner and under every desk for one of these gazoonies who could say "yes" BUT no smoke.

So, if any of you fellows run into a man down your way who has the possibilities of being a good YES man, what do you say we shanghai him into Washington, as he is needed there very badly.

The membership paying off in the Port of New York continues to benefit by hard working Patrolmen who know their contracts and the good work done on the ships by alert ships delegates who cooperate with the Patrolmen. When you have these two factors working together, there is no doubt but that it goes a long way to make for good unionism. Typical of this cooperation between ships delegate and the shore patrolman was witnessed the other day at the payoff of the SS STEPHEN GAMBRILL, American Range scow.

There was better than 1,000 hours disputed overtime on this vessel which the company scratched out and stated that they would not pay. It was impossible to settle this on board the ship at pay-off time, so Patrolman Joe Saltis asked Ship's Delegate, David Hyle to stay in Port until the following day for a settlement of this dispute.

This was agreeable to Hyle and the following day he went to bat with Patrolman Saltis. Between the two of them, they succeeded in getting a total of 1,000 hours settled in favor of the crew. **THIS IS WHAT YOU CALL COOPERATION**, as without these men working together, that crew would have been \$900 less well off.

This is as it should be. For, if there is one thing that is tough to handle it is a cold beef, and believe me, fellows, some of them we get here are so very cold, it damn near takes a blow torch to

put enough heat on them to bring them to life.

We had an example the other day where a ship paid off recently in an outport with disputed overtime. The crew on board that ship instead of holding firm until all disputes were settled in the port of payoff, came up the coast to this Port and inquired about their disputed overtime, which we knew nothing about.

It took us SEVEN DAYS and no less than SIX LETTERS to get all the details necessary for a settlement of this beef so it could be collected. This could have all been avoided very easily if the Ships Delegates had worked with the Union officials in the Port of pay-off until a decision was reached.

As it was, it was strictly a headache for all hands until we had the thing ironed out. Not only that, these guys were extremely lucky to collect anything. The point is, when you have a dispute, give your officers every cooperation and fight like hell until such time as the beef is won.

YOURS FOR MORE COOPERATION BETWEEN SHIP'S DELEGATES AND SHORE PATROLMEN.

PAUL HALL, Agent

CP Has No Tolerance In Unions — NMU Member Declares

The Stalinist stock in trade is raising debatable and questionable issues. These political pariahs in an educated society (or in the ranks of enlightened trade Unionism), constantly eject a stream of invectives at all who question their rights to the self assumed Savior role by which they worm their way into control of organizations.

It is these campaigns that open the way to their seizure of power over the workers. Thus they achieve through guile, the longed for leadership. Having captured control, they quickly cast aside their "rank and file" role and emerge in their true role of dictators over the workers. Democracy perishes as if struck by a blight.

A long train of purges is set in motion, based upon these false issues which have nothing to do with the fundamental purposes for which the trade Union was formed—wages and living standards. Their control becomes absolute and the workers mere robots of their will, or victims.

"Tolerance," scream the Stalinists! "No discrimination! No Jew baiting! against Jim Crow!

etc., etc." All these screams are false. They are a cloak to their manouvers, their seizure of power or the retention of power once seized.

The living fact that their own dictatorial policies is the very **INTOLERANCE** defeats their words. They live by the practice of intolerance and intolerance is the secret of their dictatorial methods and rule. It is their deeds and practices that effect the lives of the members and their families.

REMEMBER THAT the next time we are told there must be "no discrimination", etc. The Stalinists know that all men are not equal in intelligence nor ability and even horse sense will realize that men will be gauged by their ability to do their work efficiently and in smooth working relations with their brothers on the job—any job—anywhere—whether in the USA or in the Soviet Union, the Stalinist Holy Land.

Simple beefs between man and man, regardless of race, creed, or color, or political beliefs, that will exist as long as the world goes on under any or all systems, are magnified into **RACE QUESTIONS** by the Communists for their own perverted ends.

Left to themselves the disputes between man and man would solve themselves as such. The Stalinists do not wish this simple and elemental solution however, for it gives them no chance to develop a political platform.

It should be noted also that the Society Union, under Stalin, has the largest, and most numerous array of jails of any country of the world. The recent Moscow trials should convince anyone that Judges are still in existence as well as lawyers and that they perform their duties swiftly and efficiently at the bidding of the State, without any reference to Justice.

Can it be that these high-binders have not liquidated discrimination and intolerance within the USSR after twenty-five years of effort?

Or, is it proof that the existence of a dictatorship is itself the negation of tolerance and that it

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Duties Of Ship's Delegates

1. It shall be the duty of the Agents and Patrolmen, in their respective Branches or Districts, to appoint from among the members of the crew of each outgoing vessel one member to act as a Ship's Delegate.

2. (a) Only full members signed on as ABLE-BODIED seamen are permitted to act as deck delegate.

(b) Only full members signed on as rated men shall be permitted to act as Engine or Steward Delegates—**NO KEY MEN SHALL BE PERMITTED TO ACT AS A DELEGATE IN ANY DEPARTMENT.**

3. It shall be the duty of the Ship's Delegate to take the name, number and financial standing of each member of the crew and note same on the report blank provided for the purpose.

4. The Ship's Delegate shall keep an account of the overtime worked by the crew, noting the time of turning to and knocking off, and shall compare time with the officers in charge after knocking off.

5. He shall assist the Agents and Patrolmen in the performance of their duties, and inform the latter of any vacancy occurring, or likely to occur, in the crew.

6. He shall keep in mind and advise the crew that any difference of opinion about the rule of the law is no reason for quitting the vessel; that, in fact, such action solves the dispute in favor of the vessel, and that such matters can be attended to when the vessel arrives at Headquarters or any of the Branches.

7. He shall deliver the report, properly filled in, to the officer of the Union at the termination of the voyage.

Money Due

SS STEPHEN GAMBRILL — American Range Liberty Lines.

The following men have overtime coming to them. Collect at the company office. Restricted Shore Leave—Hawkins Point:

Deck Dept.—Thompson, 28 hrs; Hyle, 28 hrs; Lindsey, 28 hrs; Prout, 28 hrs; McNeil, 28 hrs; Moore, 28 hrs; Long, 28 hrs; Janaszak, 28 hrs; Wild, 28 hrs; O'Connor, 28 hrs; Torbich, 28 hrs.

Engine Dept. — Neilsen, 17½ hrs; Speegle, 24 hrs; White, 20 hrs; Siejack, 21 hrs; Woodin, 28 hrs; Watson, 28 hrs; Kupia, 24 hrs; Fliescher, 28 hrs; Robey, 28 hrs.

Steward's Dept. — Wendt, 26 hrs; Forste, 26 hrs; Spradley, 26 hrs; Johnson, 26 hrs; Shiel, 26 hrs; Grove, 26 hrs; Hanson, Jr., 26 hrs; Kaiser, 26 hrs; Roberts, 26 hrs; Matthews, 26 hrs; Viperman, 26 hrs.

Blowing Tubes, Woodin, 22 hrs; Oiling Shaft Alley Bearing, Fliescher, 2 hrs; Soundings, Janaszak, 2 hrs; Sanitary Work, O'Connor, 4 hrs; Stowing Lines, Long, 2 hrs; Building Barrage Balloon Platform, Thompson, 2 hrs; Moore, 2 hrs; Long, 2 hrs.

Securing Tank Tops: Thompson, 27 hrs; Hyle, 24 hrs; Lindsey,

19 hrs; Prout, 8 hrs; McNeil, 19 hrs; Moore, 11 hrs; Long, 13 hrs; Torbich, 19 hrs; Wild, 5 hrs; O'Connor, 7 hrs.

Total hours, 1,000.

JOE SALTIS, Patrolman

* * *

SS WILLIAM S. YOUNG, to be collected at the Bull Line Office: Yu Quay has difference of \$15 per month and bonus of 2 months and 22 days; D. Guess has difference of \$15 per month and bonus of 2 months and 22 days; G. Bloeman has difference of \$10 per month and bonus of 2 months and 22 days.

New York Hall To Be Open Longer Hours

The dispatching hall in the Port of New York is to be open for longer hours than formerly, it was reported at the meeting last Monday night.

The hours, hereafter, for dispatching of Union Brothers to jobs will be from 8 A.M. to 9 P.M. on week days, Monday through Saturday, and from 10 A.M. until 6 P.M. on Sundays.

The step was taken to protect many of the Union Brothers' jobs and afford them greater service during the coming period. Agents of the other Branches have also been requested to post this notice on their bulletin boards.

N.Y. SIU Requests Transportation Order Be Straightened Out

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Islands, from the Pacific Coast mainland of the U.S.A. Transportation always has been paid to the port of engagement by the WSA without objection.

3. Numerous vessels have made voyages from New York to the Solomon Islands and New Guinea, etc., which paid off in a U.S. Pacific Coast port and there have never been any War Shipping Administration objections to paying transportation to the port of engagement.

4. The War Shipping Administration representatives in San Francisco have authorized the Moran Towing & Transportation Company, Inc., to pay transportation to the port of engagement in each instant for the following vessels that made identical voyages except in some instances the port of engagement was New Orleans instead of New York. These vessels where transportation was paid are the M.V. St. Simon, Stratford Point, Point Cabrillo, and the Pigeon Point.

Also during discussion with Mr. McCabe, Division of Operations, I asked him if he would apply or authorize the payment of transportation to a crew in a case where the crew was engaged in New Orleans or San Francisco and the vessel sailed to the Azores Islands which are islands in the Atlantic Ocean and paid off in New York. His answer was yes.

The Hawaiian Islands, in relation to a U.S. Pacific Coast port are a comparatively equal distance as the Azores Islands are from an Atlantic Coast U.S. port.

The position now taken by the War Shipping Administration representatives in the case of the SS Point Judith, is in my opinion

contrary to operations regulation No. 64 and discriminates against the crew that made the last voyage on the Point Judith. I based my opinion on the reasons outlined herein, and I am prevailing on your good offices to rectify this situation and to bring about a more equitable decision in this case.

Enclosed is a copy of a letter received from Captain Palmer of the Moran Towing Transportation.

Very truly yours,
JOHN HAWK

Another Ship Named For Sam Gompers

WASHINGTON—A new SS SAMUEL GOMPERS will soon be sailing the seas, the Maritime Commission reports.

The ship, sponsored by the AFL National Organization of Masters, Mates and Pilots of America as part of a War Bond drive, replaces the first SS SAMUEL GOMPERS which was lost at sea.

Gompers, who was born in England in 1850 and died in 1924, was one of the founders of the Federation of Trade and Labor Unions in 1881, and helped to establish the American Federation of Labor.

He was president of the first federation for three years, and was president of the AFL until his death, except for the year 1895.

**Campaign For Silence!
Zip the Lips and
SAVE THE SHIPS!**

Seamen Warned On Draft

The following communication re: Selective Service was received:

April 5, 1944

"John Hawk.
"Roosevelt Hotel.
"New Orleans, La.

"General tightening of regulations of Selective Service system has resulted in increased losses to seagoing manpower to draft can be prevented in almost all cases if seamen make certain WSA 61 is completed at beginning and termination of each period aboard vessel. Urge your members to make certain that this is done at our request. General Hershey has exempted active seamen from preinduction physical examination, normally required of men under twenty-six. Seamen should be advised to deal with local board through RMO on any questions that may rise. Request

for extension of allowable time ashore must be kept to minimum. Will you notify your members of this wire?

"H. Chase Stone, WSA."

There it is Brothers!

Shore time allowed on your pink slip from the RMO—form WSA 61—can only be extended by the RMO — and with their permission — for extraordinary circumstances such as sickness, hospitalization, sitting for a license or going to up-grading school, etc.

Demand that the supercargo or purser, (who are the Captain's clerks), fill out the white card before you sail. Also demand and get your pink card before you leave the ship when you pay off in an American port.

Failure to comply may find you in the Army Brothers!

Keep Up With Your Draft Board Before It Keeps Up With You! (4)

Obituary

DANIEL L. BOURNE
Book No. 5548

Word has been received from Dan's brother that he was lost on an Army Mine Layer. He sailed as an AB for a number of years and joined the SIU on Aug. 5, 1939. He leaves a Mother and brother at Georgetown, South Carolina.

CP Has No Tolerance In Unions — NMU Member Declares

(Continued from Page 3)

breeds and creates the spirit of intolerance by which it functions and lives? The latter is the case.

We are now plagued by these NMU-CP fakers who breed intolerance under the cloak of dem-

ocratic slogans. Their cries resound on every side. They give us no rest. It is about time that we, as seamen, evaluated these hoarse shouts and tear the cloak of opportunism from their hidden forms to expose the naked lust of dictatorship and power.

There can be no Brotherhood until we defeat and wipe out the forces of intolerance that would destroy us. There is no middle road in dealing with this ancient and foreign Asiatic ideology. Freedom cannot live where Stalinism takes root.

ATTENTION!

Agents in the Branches are asked to please post the various Boxes containing news on Draft Deferment, Bond Buying, and Payment of Assessments to Keep in Good Standing, etc., on the Bulletin Boards.

This will help to keep some of the members well informed on these questions.

—SEAFARERS LOG

Seamen's Voting Regulation

All masters, first officers and chief engineers of vessels documented under the laws of the United States and all pursers of any such vessels have been authorized to administer and attest such oaths as are required by the act to facilitate voting by members of the Merchant Marine of the United States, Emory S. Land, War Shipping Administrator, has advised.

NOTICE

The member who paid dues on the SS WILLIAM YOUNG on June 12, 1944, holding receipt No. 38848, please see Claude Fisher, New York Patrolman.

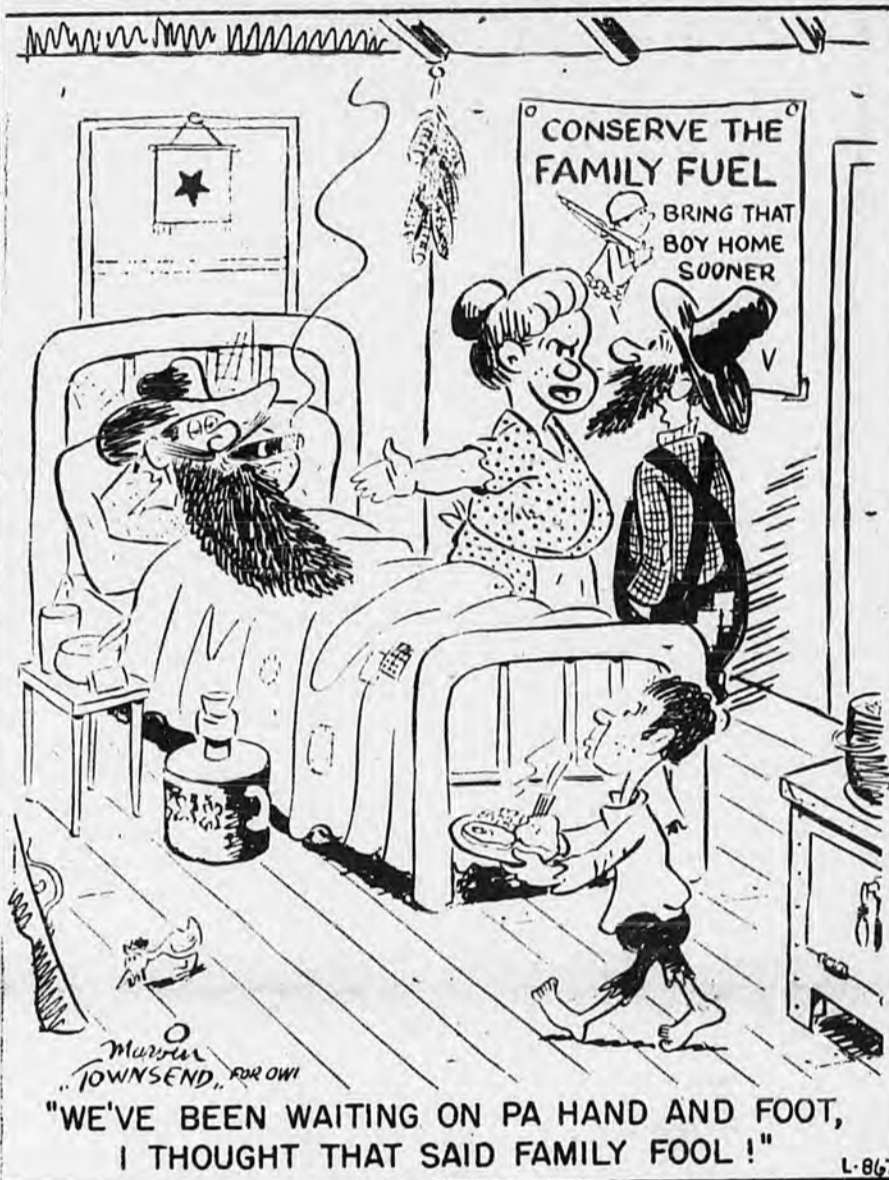
Union Members Up-grading In Schools Is Urged

An opportunity for you ordinaries!

The WSA is calling for more ABs and their training program for 1944 calls for a total of 7,810 ordinary seamen to be up-graded to AB to alleviate the shortages in this rating. Up-grading schools for ABs located on the East Coast are at Pier 73, East River, New York, N. Y., Baltimore, Md., and at New Orleans, La.

The government pays you while you go to school.

Protect Both America and Your Money by Investing It in War Bonds.



His Royal Highness

"Lord" and "Master" with his world-wide map.
"Brave" Captain Macauley sat in state,
Weaving the web of the seamen's fate;
With insurance figures upon his lap.

A BROKER in lives with a self-made code,
Fostered in "modern" dictatorial mode,
With democracies methods he grows irate
As with usurped power he waxes great.

Away with democracy and with the LAW;
At Bonus rates will I slash and saw.
All seamen's earnings upon the deep
I'll catch these Unions fast asleep.

I am the Oracle! I am the Word!
Through whom the voice of profits is heard,
Enthroned in office far from the fray,
Heroically slashing the seamen's pay.

My Coat of Arms is a sword and shield
A warrior to which all seamen yield;
Safe and secure in appointed SEAT,
Cutting the earnings, is bread and meat.

Oh Profits! thou art my Guiding Star,
Earnings must suffer near and far,
I am THE VOICE OF WANT AND WOE
Where Seamen sail and ships may go.

A King am I on appointed Throne
Far from the risks upon the foam;
Away democracy, stand aside,
I am the Ruler of the tide

Torpedoes does not frighten me
With bombs and mines I can agree,
I do not fear shot nor shell,
An Officer Dictator—what the hell.

—Top 'n Lift.