

The War Emergency Maritime Board has handed down a list of bonus payments for all runs and areas except inland and Gulf of Mexico waters. War time censorship forbids the LOG to print this information. This information has been forwarded to all Branch agents and is available to SIU men the minute they hit port. All bonus payments and increases are retroactive to December 7, 1941.

**SECURITY
IN
UNITY**

SEAFARERS LOG

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



VOL. IV

NEW YORK, N. Y., MONDAY, JANUARY 19, 1942

No. 2

JOE CURRAN

PASSING THE BUCK

Nobody can deny that Joe Curran is fast on his feet. He can shift ground and change positions with lightning speed. His crouch and weave are deceptive at first, but before long you get on to them. All you have to remember is that no matter how much Curran may snarl at the shipowners, when he finally gets around to throwing muscle, it's the seamen that get it in the face.

Joe's been in there punching away this past week, and it's the same old routine—only maybe a little more raw than usual.

Curran flew to Washington and demanded of the Office of Production Management that it make an immediate survey of defense industries, sort-out all ex-seamen and force them out of their jobs so they'll go back to sea.

Curran's argument was that there is a shortage of merchant seamen to man the ships carrying supplies and munitions to the Allies.

WHY A SHORTAGE?

Of course, there's a shortage of men. Nobody can deny that. But how is it to be corrected—that's the important question!

At the Washington conference last summer, the SIU-SUP urged the operators and the government of the increasing acuteness of this shortage—and also warned that if wages and conditions were not improved aboard ship, the shortage would get worse instead of better.

The SIU-SUP argued that the seamen were leaving their regular trade to take shore jobs because the rising cost of living forced them to do so. A seaman's job is not easy at any time. But when war profiteering shrinks his pitifully few dollars by 25 and 30 per cent, then things are really tough. It's not easy to have a home and raise a family on 80, 90 or 100 dollars a month—no matter what Curran says.

LURE OF SHORE JOBS

Most of the seamen that have left their trade have done so from necessity, not from choice. Shore jobs are paying a buck
(Continued on Page 2)

LABOR, EMPLOYERS, PUBLIC ON NEW WAR LABOR BOARD

A new War Labor Board has been created by a special decree issued by President Roosevelt. The new Board will be made up of four employer representatives, four labor representatives and four representatives of the public. This Board will supersede the old Mediation Board and will take over all cases on the old Board's docket.

Sub Warfare Flares Of Montauk Point

NEW YORK, Jan. 14—Ocean warfare moved to the very threshold of New York harbor today as a tanker was sunk a mere 60 miles southwest of Montauk Point. The ship which was torpedoed, was the Norness and was of Panamanian registry.

The Navy announced that the tanker had been torpedoed early on this morning and that Navy vessels from London, Conn., and Newport, R. I., had been dispatched to the rescue after the tanker had been sighted awash close to Long Island.

At about 11:30 P.M., fourteen survivors were landed from the destroyer Ellison at the Naval Torpedo Station in Newport Harbor, and others of the crew of forty-one were reported on the way to New London.

No one but Navy personnel has been allowed to talk to the survivors, but the report is that none is seriously injured. They are remaining in a sick bay at Torpedo Station but are not being taken to any hospital.

This sinking occurred in waters which are plied by SIU
(Continued on Page 4)

Lewis and Tobin Set CIO-AFL Peace Terms

Unity in the ranks of labor is on the verge of becoming a reality, according to the *New York Times*. Carrying the by-line of A. H. Raskin, the *Times* story asserts that John L. Lewis has been in conference with Daniel J. Tobin, head of the AFL Teamsters, and that the two have arrived at a "peace formula."

Under the reported agreement William Green would be retired on a salary of \$20,000 per year for life; George Meany, present AFL secretary—
(Continued on Page 2)

—BULLETIN—

The Navy has announced that two more ships have been sunk by "enemy action" off the shore of Long Island.

Maritime Commission Helps Shipowners to Dodge War Bonus Costs

To relieve the shipowners of the cost of the increased bonus rates recently granted seamen by the War Emergency Maritime Board, the Maritime Commission approved the imposition of a
(See editorial — "No 8 Ball for Shipowners" — Page 2)

"surcharge" on cargo rates. This would mean that the bonus costs would be passed along to the manufacturers and jobbers using water transportation.

The Commission agreed with the shipowners that they should be relieved of some of the burden imposed upon them by the war bonus payments. The surcharge schedules are:

26 per cent for ships serving the West Coast of Central America and the Pacific Coast of the U.S.; 22 per cent for those operating in the Caribbean.

The Maritime Commission is now studying petitions from operators on foreign runs. It is likely that they will be granted permission to affix an even larger surcharge to their rates.

Even as the Commission announced its decision on the surcharge rates, the shipowners began agitation toward boosting them. The operators explain that they made application before the recent War Emergency Maritime Board decision which boosted the bonus rates. The operators now want to dodge the cost of the small increase granted the seamen.

N.Y. Port Requires Identification Cards

The New York Agent has received a letter from the Port Captain, informing him that by the end of this month all seamen shipping out of this harbor must have special identification cards.

This new identification card is required in addition to regular seaman's papers, and should be obtained the next time you hit port. Some lines are refusing to let seamen on their ships without this card.

Application blanks for the card are available in the Agent's office. The cards themselves must be obtained at the Barge office at South Ferry. All applicants must present either a birth certificate, baptismal certificate or naturalization papers.

E. J. McMillian: President of the Standard Knitting Mills, Inc., an advocate and active supporter of the notorious anti-labor Smith Act. He called the bill "fair and equitable."

Walter C. Teagle: Board chairman of the Standard Oil of New Jersey. Standard Oil has long fought unions—its marine tankers recognize a phoney
(Continued on Page 4)

Lakes SIU Wins Milwaukee Beef

(Great Lakes Seafarer)

The Seafarers' International Union, Great Lakes District, won an eight-day strike on the Milwaukee Clipper, which runs between Milwaukee, Wisconsin and Muskegon, Michigan, carrying passengers and general cargo. The strike was called by the ship's committee and representatives of the Union after a breakdown in negotiations, and the membership aboard the vessel voted to strike if necessary to maintain and improve their standards of working and living conditions.

The only question involved, and that was open for negotiations, was the time off clause. The Union asked for one day off with pay for each six days' work. The strike was settled on
(Continued on Page 4)

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No 8 Ball for Shipowners

Shipowners, like cats, can be dropped from any position and they'll always land on their feet. They may scream and yell that the maritime unions are robbing them of their last nickle, but when the pay-off comes, you can be pretty sure that if anybody gets stuck—it's not the shipowner.

Ever since this war started, the operators have been singing the blues about their sky-rocketing expenses. They complained about the hull insurance rates and they complained about bonuses for seamen. Of course they were making huge profits all the time, but still they didn't want to let any of the gravy slop over.

Always Crying Wolf

At the recent Washington conference, when the SIU-SUP demanded increased war bonuses for the seamen on all runs, the ship-owners rolled their eyes and moaned, "You'll bankrupt us!"

What they really meant, of course, was that the bonus payments would cut into their profits a little bit. But now that the War Emergency Maritime Board has granted these bonuses, it comes out that the shipowners are not going to have to touch their profits after all.

This week the Maritime Commission granted permission to carriers operating in Eastern Coastal, South American and Pacific waters to impose a "surcharge" on their cargo rates in order to cover the costs of the bonus payments. In other words, the shipowner won't pay the cost of the bonus, but will load it on to the shipper. In many cases the shipper is the Government itself.

But this isn't all!

More Gravy

Last week the Maritime Commission announced that it was prepared to insure hulls and cargoes from its own funds in case private insurance rates became too high.

What does all this add up to?

It means that the shipowners must bear neither the costs of the seamen's bonus nor the increased insurance rates. In short, the only effect the war has on the operators is a rearrangement of their shipping lanes, and now and then the loss of a ship either through enemy sub action or by government requisition. In either case the operator receives compensation.

Actually, it makes little difference to the seamen whether their pay comes out of the profits of the shipowner or the profits of the shipper. But what they do object to is getting the run around on their just demands.

Two Points of View

This war means different things to different people. To the shipowner it means—at best great profits—and at worst little profits. To the seamen it means—at best a living wage for hard and tedious work, and at worst a loss of his life.

Weigh these two factors. From any point of view—efficient conduct of the war or the simple question of justice—profits must be secondary to the preservation of human lives and the American standard of living.

The next time the seamen sit down to discuss wages and working conditions with the shipowners, and these 25c cigar boys begin blowing smoke up our sleeves about the terrible burden they bear—we'll be able to recognize the steaming material they pass out, no matter how they pile it.

Expulsion for Dual Unionism OK'ed by Court

(From West Coast Sailor)

SAN FRANCISCO.—The long fight against dual unionism won a sweeping victory last week when the right of a union to expel any member for belonging to a dual or hostile organization was upheld in a clear-cut decision handed down by Superior Court Judge Goodell of San Francisco in favor of the Seine and Line Fishermen's Union of Monterey, an affiliate of the A. F. of L. Seafarers' International Union, and against 43 members of that union who had joined the CIO Alaska Fishermen's Union, affiliated with International Fishermen and Allied Workers of America.

The principal charges brought by the latter members against the Fishermen's Union were that expulsion would deprive them of certain property rights which, as dues-paying members, they claimed they had in the union, and that action taken and contemplated against them was part of a conspiracy against them by the union.

The facts in the case are as follows:

In strict observance of the union's constitutional provisions against membership in a dual or hostile union and of the procedure for enforcing the penalties for violation of these provisions written charges were brought against the members who had joined the CIO union. These were posted on the bulletin board in the union hall, and copies were sent to each of them by registered mail.

At the appointed time the cases were heard by the Trial could be presented to a meeting of the union—a two-thirds majority vote being necessary for expulsion—the 43 members on trial brought suit against the union with the openly avowed purpose of halting the entire proceedings undertaken by the union.

The court's decision upheld

the lawfulness of these proceedings and of all similar proceedings conducted by unions in compliance with their constitutional provisions, dismissed as absurd the charges of conspiracy, and stated that both dualism and hostility had been clearly proved. At the same time it definitely established that a union member expelled by reason of his conduct must forfeit his property interests in the union along with his right of membership, and that this interest in the property will neither prevent his trial by the union or intervene in any way to determine the validity of the charges against him.

More About

JOE CURRAN

(Continued from Page 1)

and a buck and a half an hour. That kind of pay makes it a little easier for the wife and kids.

When it becomes a question between making \$20 or \$25 per week and making \$40 or \$50—well, it's a wonder more men haven't left the sea.

WHAT SOLUTION BEST

So, what is to be done?

The position of the SIU-SUP has been, and will continue to be, that if the shipowners pay wages comparable to wages in competing industries, there will be no shortage of men. It is a simple solution, pay good wages!

The SIU-SUP takes this position for two reasons: first, because we are genuinely interested in seeing the ships sail with full crews, and second and FOREMOST, it is our job as a trade union to protect the interests of the members of our union and to get them the wages and conditions to which they are entitled. No honest trade union could take a different position. But Curran does!

GOVERNMENT COERCION

Curran completely disregards the REAL reason for the shortage of seamen—low wages. He betrays his trust as a trade union official by completely ignoring the welfare of the rank and file members of the NMU. He does not demand that the shipowners pay higher wages, so the seamen working ashore will return. No—not Curran!

He asks a Government agency to drive the men out of their present, good paying jobs—to force them back to sea. Curran asks for enforced labor! And all the time he dares to pose as a leader of working stiff!

Curran has had quite a checkered career on the waterfront. He's pulled some pretty raw stuff in the past and he'll pull some shady maneuvers in the future. But this week will probably remain one of the high spots of his entire double dealing history.

A WORD WITH

Sister Dillon

Well, boys, here we go again. I visited the hospitals last week as usual and found the brothers waiting impatiently for the news. They sure are bemoaning the fact that so many jobs are on the boards, and they can't take any of them.

They see these big pay-offs, ships coming in from the Far East and all over, and they get the old wanderlust in their blood. Nothing like being in a bed for a week or so to make a man want to go back to sea.

I tried to cheer them up, but when I accidentally mentioned the fact that some of our boys come in with pay-offs big enough to choke a mule, tears nearly came to their eyes. I could just see them counting the number of beers you could buy with a roll that size. In fact, a couple of them got so excited about the prospect that they yelled for the doctor and tried to get him to discharge them. It didn't work though.

They sure did feel bad about it. I'll bet that if some of my boys were up and on their feet, there wouldn't be such a shortage of seamen.

Bill Watts would appreciate a visit from any of his old shipmates. He is totally blind, so what do you say, fellows? Drop in on him and chew the fat for a while.

A few of the West Coast stewards out at the hospital are beefing. There is nobody at this end to take care of them and many of the boys are even without cigarettes. Pretty tough, I say. Some one should give them a break. Any time I have any packages left over, I pass them out—but this is not sufficient. The MCS should make some regular arrangement.

I've been taking a lot of Logs over to the hospital with me lately. I seem to get greater demand for them than ever before. Even the NMU boys read them. As a matter of fact, when I was at the hospital yesterday, the NMU hospital delegate was paying a visit to a member and was giving him a copy of the Pilot. As I passed the bed, this seaman called to me, "Hey, Miss Dillon, can I have a copy of the Log?"

Boy! You could have knocked me over with a feather. Well, almost a feather. I can remember the day when the NMU men wouldn't even speak to me when their delegate was around.

I've been getting a lot of comments on my column. The folks over at the ILA office called me on the telephone to kid me a bit. Some of the boys are predicting that now that I have my name in the Log every week, I'll be developing a swelled head. Not much chance of that when I hear some of the cracks about my writing ability. But that's OK, boys. Let 'em fly, 'cause Dillon can take it.

More About

Labor Peace

(Continued from Page 1)

treasurer and former president of the New York State AFL, would become the new president of the united group; John L. Lewis would be a vice-president; and the national executive council would be enlarged to 25 men and would include leaders of both the CIO and AFL.

The only apparent hitch in the plan is the fact that the CIO leaders are reported to be completely unaware of the plan. Lewis is reported to have started and conducted the negotiations with the AFL leaders entirely on his own book. He no doubt figures on using his organizational strength as head of the miners to force a peace between the AFL and CIO once a formula has been worked out that is satisfactory to him.

The AFL is supposed to have granted to the CIO the principle of industrial union organization.

As the Log goes to press, Philip Murray, President of the CIO, has made no comment upon the Times story.

What's Doing—

Around The Ports

Notice to All Branch Agents

The SEAFARERS' LOG is now being published weekly. The membership of the SIU is hungry for news from all the ports and the Agent in each port should see that they receive this news. A weekly report should be prepared especially for the LOG by the Branch Agent, or by anyone whom he may designate. All Branch reports should be mailed so they reach the Editor by Thursday of each week.

TAMPA By D. L. PARKER

This past week has been one of the best for shipping since I have been down here. I have at the present about eleven men on all three shipping lists.

There were as many as three ships per day in port and, believe me, Goat-head Simmons and I worked quite a few hours overtime, settling beefs of various kinds. But everything was squared away to the satisfaction of all concerned.

It seems to me that the members are a little slow in casting their votes. Maybe it is due to the fact that they are making so much money. Does it have them a little top-heavy, or something?

The Government has taken over the S.S. Florida from the P. & O., so the Cuba has taken her place. And, believe me, it doesn't make me mad at all, as it leaves Bro. Shaughnessy with all the headaches.

The William J. Salman was in the other day, and all of the boys are quite a few months ahead in their dues. She paid off here and, believe me, they all had a good pay-off. That is one ship that you never have any trouble with. All of the beefs are taken care of before the ship arrives. Only wish that all of them were that way.

We are now in the beginning of a new year, and I sincerely hope that we will have as good or better one than we had in the past. We can't complain of the past one as we are now enjoying the best conditions and wages that has ever existed in the maritime industry. Now for us to still continue to enjoy those things, we will have to take these jobs and not let the ships go out short-handed. From every source and every port there seems to be quite a lot of jobs that stay on the board until the ship leaves.

Brothers, we must realize that in order to keep our union in the good graces, we must man these ships and see that they are not delayed due to the fact that we can't replace the men that quit.

After this war is over, there will be a surplus of seamen on the beach and no ships to take care of the men that come back from various jobs.

In every walk of life, some one must sacrifice in order to uphold the things that are essential to the majority as a whole.

There is no doubt that some of the die-hards will say that the officials are persistent in

raising hell about lots of jobs on the board and no takers. Let me tell you something, brothers, when you keep running from the hall to the ship trying to settle beefs and then run all over hell to get replacements shipped at the last moment, staying up until midnight or longer, you can be assured that it is no gravy train.

BOSTON By JOHN MOGAN

For Boston and vicinity arrivals have been scarce.

Several trips were made to Portland, Maine, with good results as twenty-six men were dispatched there.

So far we have been able to supply a full compliment to all vessels that have called and have a fairly good reserve on hand. For the immediate future, prospects look good.

We are having great weather up here with the mercury hovering at the zero mark and everybody seems happy about it, what with skating, skiing, tobogganing and all sorts of winter sports going on. Well, I suppose that's what makes us New Englanders so hardy. So, Brother Rogers, what has Jacksonville got to offer to compare with our bracing New England climate? Yes sir, good old New England where men are men, and weaklings go south.

P.S. Outside it is one below zero!

ARE YOU AN ACTIVE MEMBER?

Are you an active member,
The kind that would be missed,
Or are you just contented
That your name is on the list.

Do you attend the meetings
And mingle with the flock,
Or do you stay away,
And criticize and knock.

Do you do anything at all
To help the work along?
Or are you satisfied to be
The kind that just belongs.

Do you push the cause along
And make things sorta click?
Or leave the work to just a few
Then call that few a clique.

Think this over Brother,
You know right from wrong;
Are you an active member,
Or do you just belong.

Submitted by
Louis Paulson, No. 502.

NEW ORLEANS By "ARMY"

Things are still booming here in the Crescent City, still looking around for extra men. This week did O.K. We shipped four of the St. Pete A.B.'s and one fireman, and from that time till now we haven't been short of A.B.'s or Firemen. If we can get about two oilers and one or two watertenders from the same place, then boys, I believe, that the shortage of men in this port will be over. Try it in the other ports.

We are learning here how the other half of the Union lives, as we are getting a few of the out-port ships (outports New York, Boston, etc.). All are very glad to get down to the sunny south where it only freezes twenty-four hours a day.

In this fair city we seem to be having a hard time convincing the members that they should ask for a Union House card when they go spending that easy dough. Next time you walk into your favorite gin mill, give it the double O, and if you can't see the card, ask both loud and long, then go where there is one.

In line with this, don't forget when you visit us down here, to be sure and use a Union cab. **YELLOWS ARE NOT UNION.**

The best of the week:

Part of the graduating class from St. Pete's who were laying around town here waiting to make the first break on a big steel ship went to the NMU hall to see about shipping. As they walked in the door, they were met by a super super-salesman selling the Daily Worker no less, free the masses, etc., etc. The lads walked out sadly disillusioned. Who said something about America First? Seems some of them mean after the Commies.

AFL MEMBERSHIP REACHES NEW HIGH

Washington, D. C. — The American Federation of Labor gained 258,668 new members in the last four months of 1941, bringing its total dues-paid membership as of December 31 to an all-time high of 4,827,724.

The previous membership record of the Federation was recorded last August 31 when the figure was 4,569,056.

Most of the new gains in membership were achieved in defense industries and in miscellaneous plants hitherto unorganized.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA Atlantic & Gulf District

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SAN JUAN	8 Cavadonga St.	San Juan 1885

Unanimous Branch Vote Pledges Seafarers to "Total Victory"

RESOLUTION

WHEREAS, a state of war exists between our country, the United States of America, and the Axis Powers, and **WHEREAS**, the Seafarers' International Union of North America is and always will be an AMERICAN Union of, by and for seamen, and

WHEREAS, as true Americans we have solemnly pledged to fight for our country, individually and collectively, and **WHEREAS**, the United States Merchant Marine is our nation's most important second line of defense, and

WHEREAS, we fully realize our responsibilities and our duty to our country and its people, and

WHEREAS, we know it is our duty, like all others, to roll up our sleeves and do our share to win this war, and

WHEREAS, no sacrifice is too great for the preservation of our country, its people, and the four fundamental freedoms which have existed, and we have enjoyed, since we became a free nation, now therefore be it

RESOLVED, that, as individuals, and collectively as the membership of the Seafarers' International Union of North America, Atlantic & Gulf District, an organization representing true American seamen, we unequivocally give our government, and those upon whose shoulders are placed the responsibilities of the conduct of this war, our full support and cooperation in order that our nation our freedom, and our democracy will be preserved through total victory in this war, and be it further

RESOLVED, that we solemnly pledge and resign ourselves to whatever action may be required, on our part, to help win this war, and be it still further

RESOLVED, that we do everything within our power to keep our organization and the United States Merchant Marine free of all subversive elements, fifth columnists and saboteurs, and be it finally

RESOLVED, that we call upon all organized labor to take similar action to give our government full support and cooperation in these trying times, and keep their ranks free of all subversive elements, fifth columnists and saboteurs.

MONEY DUE

Vacation money is due Steward Department men on the Eastern Line. Collect the money at Pier No. 25 in New York. The following brothers have money coming:

S.S. Robert E. Lee:

AMOS DAWSON
QUINCY MORRIS
LOUIS NELSON
FELIX NEVILLE
SAMUEL PORTER
LOUIS RIVIERE
ROY TOOKS
ERNEST TROTZMAN
EUGENE WATSON

S.S. Madison:

MARCELLUS HARRIS
PURCELL JOHNSON
HILLIARD LAMB

S.S. George Washington:

HENRY ANSKIN
BEN BARLEY
JOSEPH CRAWFORD
HOWARD DARDIN
RALPH DICKENS
HENRY GRANT
JAMES GREY
FRANK HASSELL
PAUL LAMB
BEA. MILLNER (Stewardess)
R. PARRIS
JOHN SUTHERLAND

S.S. Cornish:

JOHN WILLIAMS
GEORGE WASHINGTON
REGINALD JAMES
FRED JEFFERSON

S.S. Wilton:

FRED BERNARD
MANUEL WILSON

What's up with the

3rd Floor Stewards

—by "GOULDIE"—

Six weeks ago, the Stewards' Patrolman and the 3rd floor Dispatcher had a hectic time persuading some of our members to take any job that came in the Hall. We were trying to sail the ships, and at the same time secure our jobs for the future. After the (E) fresh water ships had retired, the same men who refused jobs because of their KEY ratings were willing to compete with the messmen.

Brothers, this is nothing to laugh about; do you think so? We are doing our best to bolster the morale of the Stewards' Department. We have explained to the men that the issuing of Permit Cards has stopped until the shipping list is depleted.

Things should be on the upgrade within the next two or three weeks. Hundred per cent cooperation from the membership in all departments should help to clear up the situation in a hurry when shipping starts.

Preference should be given to all BOOK MEMBERS in good standing. The resolution that has been appearing weekly in the *Seafarers' Log* should mean something to this membership, not only in words, but in DEEDS and ACTION. Best regards to Phillip Lopez, David Heron and the other brothers who are confined at the Marine Hospital.

More About

SUB WARFARE

(Continued from Page 1)

crews every day in the week. It is the closest submarines have come to the U. S. East Coast since the U-boat shelling of New England in 1918.

Today the Navy flashed a warning to all coastal shipping to be on a sharp lookout for the Nazi submarine credited with the sinking. A Navy spokesman declared that the submarine menace extended "pretty well up and down the East Coast."

The Norness, a tanker of 9,577 tons, was a modern ship 489 feet long, with a 65-foot beam. She is operated by Johann Rasmussen & Co., of Norway. Rasmussen moved their offices to New York after the Nazi conquest of Norway.

A company official said that the ship had been hit by three torpedoes. Her stern immediately settled, but the bow remained out of water. When a Navy patrol plane sighted her, the bow was still protruding from the water and was surrounded by a cluster of life boats.

The position of the tanker placed her directly in the sea lanes from New York to New England and Iceland. The Navy has given no indication of just how many enemy subs are believed to be operating in Atlantic Coast waters.

U.S.A. Orders 632 Merchant Ships

The American merchant marine, which has been doubled and trebled in recent years, will receive an additional boost during 1942. The Maritime Commission has just announced an ambitious program of expansion which will be put into execution during the two years ahead. Moving to implement President Roosevelt's promise of 13,000,000 tons of new merchant ships by the end of 1943, the Commission has awarded contracts for 632 new ships.

It is estimated that the cost of the new ships just awarded will reach \$1,178,000,000.

Many of the 632 ships will be put into service this year, and all of them will be completed by the end of next year.

Maritime Commissioner Howard L. Vickery said the contracts would bring scheduled 1942 ship construction to about 840 vessels of approximately 8,000,000 tons. In 1942 about 1,000 ships, totaling about 10,000,000 tons, will be built.

Vickery said existing yards and facilities would be expanded to facilitate the new construction. Two new yards will be built and two yards now doing work for the British will be utilized for U.S. construction.

There is now a move to place all ship yards on a 24-hour day, seven-day week basis. This schedule will probably become necessary if the new program is to be fulfilled. However, the hours the individual men work is a beef now being taken up by the unions involved. The unions want to spread the work among the unemployed while the employers want the already employed men to work overtime.

HONOR ROLL

Donations for the Hospital Cigarette Fund have been received from the following:

CREW OF S.S. ANTINOUS

O. J. Kase	1.00
E. Johnson	1.00
D. Leidlich	1.00
T. Aune	1.00
G. Jamecone	1.00
A. Kinnell	1.00
A. Maffia	1.00
C. Dowling	1.00
J. Hoemile	1.00
T. Malone	1.00
A. Stanton	1.00
A. Weir	1.00
E. Seeley	1.00
R. Cahill	1.00
C. Medford	1.00
C. Blomquist	1.00
F. Gates	.50
J. Armstrong	1.00

Total\$18.50

HOW'S SHIPPIN'?

The Atlantic, Gulf and West Indies Steamship Lines had a pretty good year in 1941. They revealed today that after all expenses had been deducted, they were left with a neat profit of two and one-half million dollars. Not bad for these hard times when everybody has to make sacrifices.

More About

LAKES SIU

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a compromise of two and one-half days off for each thirty days work.

During the strike, over 100 cars and trucks were tied up aboard the ship along with other cargo. However, a number of trucks and some cargo that was consigned for defense operation was released without delay.

The Seafarers acknowledge with thanks the support given them by Longshoremen's Local 816 and 816-A of the ILA. Too much cannot be said of the Union support and cooperation that was given us by this truly militant Union.

By the winning of this time-off, vacations with pay are practically assured for all SIU ships in the 1942 sailing season.

DRAFT NOTICES

GEORGE LIBBY, No. 884
Immediately contact Draft Board No. 1, 17 Center Street, Machias, Maine.
STEN F. BJORNLUNK
Contact Draft Board No. 1, Denton, Maryland.
EDGAR LEON JESTER
Contact Draft Board No. 1, Denton, Maryland.

Navy Breaks Dutch Freighter Strike

The crew of the chartered Dutch freighter Poelau Laut had a beef against the operator on the question of wages. This week, while the ship was being loaded at a West Coast port, the crew struck and hit the bricks.

The U. S. Navy immediately proceeded to place a naval crew aboard under regular naval officers. This was to supplement the ship's licensed officers who did not strike.

When it became apparent that the Navy was actually going to sail the ship with a government crew, the seamen called off their strike and returned to work.

The beef on wages is still unsettled.

Editor's Mail Bag

Editor, Seafarers' Log,
2 Stone Street,
New York City.

Dear Sir and Brother:

The following situation has come to my attention and I want to tip off the Brothers about it.

The shipowners are advocating the use of the Continuous Discharge Book. They are passing out a lot of propaganda to support this smart idea of theirs. They are passing the word around that the Fink Book will answer the purpose of the Seamen's passport.

So beware of the propaganda of these monkeys as they would again be glad to see the

Norse Seamen Desert Nazis

Desertions of seamen and officers from Norwegian ships taken over by the Nazis are reported in ever increasing numbers. Severe penalties ranging as high as three years of imprisonment have been decreed to cope with this mass flight, but the effect has been nil. Threatening the Norwegian people for their "lack of cooperation" with the Germans, the Nazi Commissioner Terboven declared in a recent message that "those who stand aloof shall not eat. Only the section of the Norwegian population which works positively for the party, will be privileged and have prior claims to food."

NOTICE

The following crew members of the S.S. Frances Salman should get in touch with Donald Brian, 615 American Bank Bldg., New Orleans, La.:

White—Oller
Foley—Oller
Edwards—Salon Mess
Olives—Crew Mess
Johnson—Chief Cook
Hill—Steward
Edwards—Saloon Mess
Olives—Crew Mess
Johnson—Chief Cook

PERSONALS

JULIO DEL VALLE

Next time you are in New York, see Philip H. Halle at 60 Wall Street.

CHARLES A. KRAUSE

Local Draft Board No. 27 of Dorchester County, Mass., has deferred you from the Army until June 19, 1942.

LEROY YATES

Get in touch with Simone N. Gazan at 1 Broadway, New York City. You are needed as a witness in support of Brother James Saunders.

British Miners Continue Strike

A strike of 2,000 British miners in the important Kent coal fields has gone into its second week. The miners' beef has to do with low wages.

More About

LABOR BOARD

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company union. Shore workers are mostly unorganized.

Albert W. Hawkes: president of the United States Chamber of Commerce. The U. S. Chamber of Commerce has always tried to undermine the gains made by organized labor.

Roger D. Lapham: Board chairman of the American-Hawaiian Steamship Company and vice-chairman of the anti-labor San Francisco Employers Council.

With such a line-up as this, it will be more than likely that the employer and labor representatives will be split four to four on most of the questions. This means that the real balance of power lies with the four "public" representatives.

As yet there is little to indicate just how these four men stand on such vital questions as the Union shop. At this point, labor can only wait—and hope.

The representatives of the public are:

William H. Davis, chairman of the new WLB, was also chairman of the old National Defense Mediation Board.

George W. Taylor, professor of economics at the University of Pennsylvania.

Frank P. Graham, president of the University of North Carolina. Also a member of the War Emergency Maritime Board.

Dean Wayne L. Morse, professor of law at the University of Oregon. Morse was chairman of the fact-finding board which recently handled the railroad workers' beef on wages.

Labor will not have to wait long to see the trend of the decisions handed down by the WLB, for the Board will shortly receive the Kearny shipyard case.

This case involves the demand of the Industrial Union of Marine and Shipbuilding Workers for maintenance of union membership at the Kearny plant of the Federal Shipbuilding and Dry Dock Company. The old National Defense Mediation Board gave a decision granting the union maintenance of membership. However, the company refused to abide by the Board's decision, and the union then struck.

To force the resumption of production at this yard, FDR instructed the Navy to take over the management. Last week the Navy restored management to the company, and again the beef was brought up by the union. Again the management refused to abide by the Board decision. Now the union is taking its case to the new Board.

How the Board decides on this case can contribute much to either labor peace or to chaos in employer-labor relations.

Fraternally,

P. WHITE, G-181