

# SUB GETS S.I.U. CREW

## 39 DIE IN 'ATLANTA' DISASTER OFF HATTERAS

LASHING OUT WITH INCREASED FURY ALONG THE ATLANTIC COAST, ENEMY SUBMARINES SANK THE CITY OF ATLANTA EARLY ON THE MORNING OF JANUARY 19, AS SHE PASSED DIAMOND SHOALS BOUND FOR NEW YORK CITY.

THE ATLANTA SANK WITHIN 5 MINUTES AFTER BEING HIT AMIDSHIP BY A TORPEDO, AND 39 SIU BROTHERS LOST THEIR LIVES WITHOUT EVEN A FIGHTING CHANCE. WHILE THERE IS A POSSIBILITY THAT SOME SURVIVORS HAVE BEEN PICKED UP

### Survived Torpedo and Atlantic



(Photo Courtesy N. Y. Daily News)  
Robert S. Fennell, Jr., SIU Oiler, and George Tavelle, Second Mate, congratulate each other on their escape from the City of Atlanta. They are in the St. Mary's Hospital, Hoboken, N. J. Neither is seriously injured.  
(Photo of Earl Dowdy, third survivor, on page four)

and not reported to the Naval authorities, at the present writing it appears that only three men escaped with their lives.

The survivors are:

Earl Dowdy, SIU A.B.  
Robert Fennell, Jr., SIU oiler.  
George Tavelle, Second Mate.

Brother Dowdy was uninjured and has returned to his home port of Savannah. Brother Fennell and George Tavelle were injured, though not seriously, and are now in St. Mary's Hospital in Hoboken, N. J.

All three men were picked up by the Seatrain Texas on the morning of the 19th, after being in the water for 6 hours. They were brought directly to New York harbor.

The City of Atlanta was steaming northbound, just rounding Hatteras at about 2 A.M. when it received the first torpedo. No prior warning was given and the first the crew knew of the presence of enemy subs was the violent explosion that all but tore the Atlanta out of the water. The survivors are certain that the torpedo must have hit the boilers, blowing them up, and accounting for the rapidity of the sinking.

Immediately after launching the torpedo, the submarine came to the surface and began to shell the ship. One shell went directly through Brother Fennell's room.

Brother Dowdy was also off watch and in his room when the attack came. By some miracle he was able to get into his life belt and onto the deck. Most of the life boats had been smashed and he dove overboard. Dowdy swam violently to get away from the ship before she went under.

Over his shoulder he could see the deck gang trying to launch the only remaining life boat. They succeeded in getting it into the water and started to pull away. Before they could pull two strokes, the Atlanta gave a mighty shudder, and then rolled over on top of the life boat, crushing it and taking it to the bottom of the ocean.

The water was churned to a froth as the ship disappeared from view. Gear, broken life boats, and great planks from the bridge were tossed in the air wildly.

Then, as the icy waters calmed, a blinding searchlight

(Continued on Page Four)

## SIU RESCUE CREW TELLS OF A "SEA OF DEAD BODIES"

The SIU crew of the S.S. Seatrain Texas did heroic work in rescuing their brothers from the cold waters of the Atlantic after an enemy sub had sunk the City of Atlanta. When the Seatrain Texas rounded Hatteras on the morning of January 19, it found the water full of wreckage and dead bodies. The crew knew that it was the work of a sub and that the deadly enemy might still be lurking close by in an effort to pick off another defenseless freighter. But without a second thought, the skipper ordered the engines stopped and the deck gang sprang to the life boats to pick up the three men still alive.

Brother Gustave Carlson bos'n on the Seatrain Texas, manned stroke oar on the life-boat sent out to pick up the survivors.

"We got the boat over the side in short order," he explained to the Union officers when he hit New York, "and pulled away toward the man the skipper had first sighted. He was Dowdy, a young seaman and the damndest one I've ever seen. He was clinging to a big piece of box, some splinters and a hunk of the chart-room door. He was shoeless, but he had

fixed himself up on top the raft.

"Well, he was grinning and smiling and waving. There was nothing the matter with him. When we hauled him aboard, he offered to take an oar.

Carlson explained that then the life boat began to row among the dead bodies, looking for any men that might still be alive. They heard a shout and saw another improvised raft, upon which was perched Fennell. Later Tavelle, the second mate, was spotted in the water. Tavelle was in grave condition.

Once the survivors reached the Seatrain Texas, Brother Frank Williams, Chief Steward, took over the care of the survivors.

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## City of Atlanta a Hell of Fire and Death; Survivor Thought of Wife

Brother Robert Fennell, Jr., has looked death in the face, and lived to remember the sensation.

"A lot of things ran through my head when I was trying to get off the sinking City of Atlanta," he said in his hospital cot in Hoboken,

"I kept wondering if this was the end and if I'd ever see my wife again. Then I kept cussing under my breath at the damn sub."

Fennell is the oiler who sud-

denly woke up in his bunk to find the entire side of his room had been blasted away.

"The entire side was gone," he said, "and I was looking at water. I started up the passageway and felt my right foot buckling. I pulled up my trousers and saw just one bloody mass.

"I kept on going up the passageway, and suddenly remembered my wife's picture hanging on the wall. I went back down to get it. It wasn't on the wall.

I looked around and found it had been thrown on the bunk by the force of the explosion. I took it out of its frame, folded it twice and put it in my pocket.

A man facing death remembers little things like that—things that are close to his heart. Fennell fought the ocean for his life. He had little time to think of anything. But the picture was in his pocket and it stayed there until he was pulled out of the water next morning.

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

Affiliated with the American Federation of Labor

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 PUBLICATION TO:

"THE SEAFARERS' LOG"

P. O. Box 25, Station P, New York, N. Y.  
 Phone: BOwling Green 9-8346

## RANK AND FILE SWEEP 14 OF 21 OFFICES IN RECENT MCS ELECTIONS

The slate has been wiped clean out on the West Coast by the rank and file members of the Marine Cooks and Stewards. In their annual election just completed, the members defeated Jack O'Donnell, who had been endorsed by the old Stalinist-dominated leadership, and put into the office of Secretary Jimmy Burke.

Burke had been actively supported for the job by the rank and file committee which recently organized itself in opposition to the old leadership and published a weekly paper called *The Voice of the Members*.

The old leaders, who closely followed the shifting Stalinist line, met their Waterloo when they attempted to force unity with the NMU down the throats of the members. The rank and file revolt dated from their successful resistance to this rail-roading tactic. They defeated the NMU proposal in a referendum and immediately launched a campaign against the false leaders that wanted to sell them out to Curran.

*The Pilot* attempts to gloss over the defeat suffered by MCS Stalinist dominated leadership. In the Jan. 16th issue it reports that "incumbents (were) returned in a majority of cases." The fact is, however, that many of the incumbents were allied with the rank and file movement and the only yardstick to use is to measure the new election results by the endorsements handed out by the rank and file. Once this is done, it is discovered that

of the 21 union offices being filled, 14 were captured by rank and file candidates.

The following is the list of rank and file candidates who were elected:

Jimmy Burke—Secretary  
 William Barnes—Asst. Sec'y  
 Grover Taylor—San Francisco Janitor  
 Jos. Almeida—Asst. Janitor  
 Jack Slager—1st Patrolman, Seattle  
 R. Huggins—2nd Patrolman, Seattle  
 Roy Lawyer—Agt., Portland  
 Eddie Comerford—Patrolman, Portland  
 Joseph O'Connor—Agent, San Pedro  
 D. J. O'Neil—Patrolman, San Pedro  
 Harry Kayton—Janitor, San Pedro  
 Rudy Eskovitz—Agt., Honolulu  
 The following are non-official posts:  
 Charlie Brown—Office Asst., San Francisco  
 G. P. Read—Stenographer, San Francisco  
 Tina Farrari—Stenographer, San Pedro.

## Where Are the Seamen?

The Department of Labor has released information on the average weekly earnings of workers in the major American industries. It is significant that the seamen are not even listed.

The table lists 27 industries, from the highest paid, the shipbuilding workers, to the lowest paid, the boot and shoe workers. The seamen come below of the boot and shoe workers, and so the Dept. of Labor decided not to even bother listing them.

Here are some of the highlights of the wage scale:

Industry	Average Weekly Earnings
Shipbuilding	\$49.50
Automobile	48.79
Printing	46.69
Petroleum	43.82
Rubber	41.92
Iron and Steel	38.93
Paper	37.24
Furniture	36.95
Meat Packing	35.36
Cement	32.20
Northern Cotton Mills	29.14
Boot and Shoe	27.25
SEAMEN	???

# Murray Wins in Labor Unity Tilt with Lewis

John Lewis's plans for AFL-CIO unity have been scuttled by the executive board of the CIO which met this past week-end and unanimously rejected the Lewis plan in favor of one submitted by President Roosevelt.

The Lewis plan is reported to have provided for unity in the labor movement with the resignation of William Green, the elevation to president of the unified movement of George Meany, the placing of Lewis as vice-president and Murray as Secretary-Treasurer.

This, the CIO council rejected in favor of the White House formula which leaves formal amalgamation of the two branches of labor for some future date, but creates a six man board (three from CIO and three from AFL) which will oversee and enforce a trace-on all jurisdictional strikes and raids.

This formula has also been accepted by the AFL and the following leaders will make up the committee:

### CIO

Philip Murray, president of the CIO and vice-president of the United Mine Workers.

R. J. Thomas, president of the United Automobile Workers.

Julius Emspack, secretary-treasurer of the United Electrical Radio and Machine Workers.

### AFL

William Green, president of the AFL.

George Meany, secretary-treasurer of AFL.

Daniel J. Tobin, president of the International Brotherhood of Teamsters.

At the suggestion of Mr. Murray the new committee will be known as Labor's Victory Board.

Lewis's call for unity between the two branches of organized labor came at the moment the CIO is attempting to negotiate a contract with "Little Steel" and Murray obviously resented the timing of the appeal.

"So-called peace," said Murray, "will have to be relegated to a position of secondary importance until the CIO completes its current negotiations with the steel companies."

## Malone Remains MFOU Head

Secretary V. J. Malone of the Marine Firemen, Oilers & Wtenders was returned to office by an overwhelming vote in the Union's annual elections which were just concluded.

Malone defeated John Bell by a vote of 1,646 to 223. Gus Oldenburg was unopposed for the job of Assistant Secretary.

Most of the incumbents were returned to their jobs, but two new faces popped in the New York branch. William Bailey was elected New York Agent, and Jimmy Robbins was elected New York Patrolman.

Besides electing officials, the membership decided:

1. Not to increase dues.
2. To increase hospital benefits.
3. Not to launch an official union paper.
4. To eliminate the San Francisco dispatcher.
5. And not to add a Portland Patrolman.

## New Regulations on SIU Membership and Transfers

John Hawk, Secretary-Treasurer of the Atlantic and Gulf District, has sent a memorandum to all Branch Agents which clarifies the Union's position on the acceptance of new members and the transfer of members from the SUP and other districts of the SIU.

This memorandum has been concurred in by all Branches up and down the Coast.

The text of the memorandum follows:

"In conformity with a resolution that was submitted at New Orleans on November 17th, 1941, and amended at New York on November 24th, 1941, this letter is to inform all Branch Agents that the books were opened to all rated men, such as A.B.'s and up in the Deck Department, Firemen and up in the Engine Department, 3rd Cooks and Bakers and up in the Steward Department. The books are closed for all ratings below the ratings specified in each respective department regardless of when application was made for membership; these unrated men are to be issued the second issue permit cards.

This also means that unrated men holding Great Lakes, S.U.P. or Pacific District S.I.U. membership books are not allowed to transfer into the Atlantic and Gulf District or be issued permit cards, although these unrated men are to be accorded the same respect in regards to shipping out of our halls as S.U.P. men and they are not obligated to pay dues or assessments to the Atlantic and Gulf Districts.

"In order that each District Headquarters Office may keep their respective books and records clear, my advice to all Agents, is to instruct the member of another District to send his dues monies, etc. direct to a Branch Agent or to the Secretary-Treasurer of the District in which he is a member. This will make the keeping of records straight much easier, and also this method will be much simpler and understandable to the member of each respective District. Rated men of other Districts may transfer if they so wish, but it is not compulsory and they are to be accorded the same shipping privileges as the unrated men and they shall pay their dues, etc. to their respective District as outlined above for the unrated men.

"Members of the S.U.P. transferring into the Atlantic and Gulf District, shall pay a one dollar (1.00) transfer fee and the current year hospital assessment only.

"Rated members of the Great Lake District or any other S.I.U. affiliate Union shall pay one dollar (\$1.00) transfer fee and the current year hospital assessment plus the strike assessment.

(NOTE: Before a member of another District shall be allowed to transfer into the Atlantic and Gulf District, he shall first pay his dues up to and including the current month into the District from which he is transferring. This procedure will stop one District from infringing on another District's income and also help to keep all records clear."

## PERSONALS

**GARAVIED C. BOYAJIAN**  
 Get in touch with the New York office of the Liberty Mutual Insurance Company. Your case is A1-186514.

**RALPH E. HOEYE**  
 Please return the Bos'n's overcoat.

**ARTHUR MACKINNON**  
 Write to Walter Dacon. He's been married and would like to get in touch with you.

**BENJ. ABRAHAM COHEN**  
 Contact Draft Board No. 232, Brooklyn, N. Y. Your deferment expired on January 15, 1942.

**VITTORIA AVOSSA**  
 You have failed to make out your questionnaire for the Draft Board. Contact Board 47, New York City.

## HONOR ROLL

**S.S. RARITAN**  
 H. Bacilio \$ .50  
 M. E. Pappadic .50  
 Hotginisios 1.00  
 Brodsky 1.00

## MONEY DUE

The following crew members have bonus money ready for them at the Eastern Steamship office, Pier 19, North River, New York:

D. Murphy  
 J. O'Donnell  
 A. Steele  
 V. Keskinen  
 R. Hupper  
 G. O'Neill  
 G. Jensen

Monday WHAT'S DOING...

# Around The Ports

## NEW ORLEANS

By  
C. J. "BUCK" STEPHENS

Plenty of shipping down here and quite a shortage of qualified men. Colored Stewards Department replacements are quite scarce around here. With the Arcadia and the Evangeline running in here regular, it is pretty hard to replace the men who get off. Nearly all of the men are from the East Coast and when they quit they head for home.

Can't say much about the ships coming in and out due to the Government regulations; so I'll say a little something on what is going on in this port away from Government regulations.

It has been quite a job down here for the Culinary Workers and Bar Tenders to get organized. They have a new business agent and organizer here quite often. Whether it is because the Culinary Workers and Bartenders don't care to organize or whether they are not getting the cooperation from other unions is something I don't know. Ethel Morgan is the new business agent here and she is well known by all seamen running into this port. She has helped the seamen in every strike they have had here and the majority of men running in here will agree that she should be given as much consideration as possible. When men are in a bar room drinking and don't see the union house card, they should ask the bartender why they don't have it. Maybe a few questions asked by union men now and then will go far in reminding the bartenders there is such a thing as a bartenders' union. Perhaps some bar room in your neighborhood will put in a card if he thought it would help his business and please his customers. A few words from you may bring him into the union.

There are quite a few waiters, waitresses and bartenders who don't even know there is such an animal as a union. Help remind them and by so doing you will help a union that in turn may some day help you.

A very sad state of affairs in this port is the boys riding Yellow Cabs. They have been reminded time and time and again that these Cabs strictly stink and are on the top of the seamen's unfair list. But yet, our men come strutting up to the hall as big as you please in them every day. Only yesterday one of our good union brothers came up to the hall to have Brother Armstrong square away an overtime beef for him and also to have something done by the bookkeeper. Yet right out in front he had a Yellow Cab waiting for him. While in New Orleans don't ride Yellow Cabs. Practically all of the independent cabs are union

men and can be found all over town.

Here are some of the independent cabs in New Orleans: Checker Cab. Telephone Raymond 8474.

Crescent City Cabs. Telephone Magnolia 5434.

United Cabs, Telephone Raymond 1338.

White Top Cabs, Telephone Magnolia 5766.

## PHILADELPHIA

By  
H. J. COLLINS

The highlight of the week was a merry-go-round we had down here on the Yaka.

Here's what happened. After the delegates along with the Agent and Patrolman battled the Waterman officials for three and one half hours over disputed overtime, a meeting was called by the crew. The crew chewed on the question for a while and finally decided to pay off.

But low and behold, one of the drunks that had been too busy snoozing to get out of his bunk, came to after everybody had left and staggered up to berate the officials in front of the company stooges. His beef was that he was entitled to flop money which he was supposed to have collected on his last trip.

It seems that when the crew had arrived in Frisco, on the previous trip, nearly everybody paid off but this drunk. Then the Company decided to paint two rooms, and since everybody had paid off, the company told this guy that he could sleep in one of the other five rooms or in the hospital room while his room was being painted.

Well, he started squawking and called one of the SUP patrolmen. After investigation he was told that he was entitled to flop money and the Port Captain told him that if that didn't satisfy him he could pay off.

Nevertheless this same guy signed back on again. All of his shipmates were of the opinion that he should have collected his flop money, if any, in Frisco when the ship paid off, and not have signed on again until he got what he thought was coming to him.

Well, I only tell this story to point out the fact that bum beefs of this type don't help the union any. His shipmates understood this and signed off with his beef hanging.

When this happened, the man let loose a tirade against the entire crew. Fortunately for him, the crew was ashore or he might have been dumped.

Business here in Philadelphia was medium last week. We shipped 30, registered 27 and have 43 Brothers on the beach. We had pretty good luck and sailed every ship with a full complement.

## SAVANNAH

By  
CHARLES WAID

Activities around the port of Savannah continue to be good. I am still having AB and Oiler trouble in regards to finding men to fill jobs which come in, and we are still having lots of calls for these ratings.

Had the S.S. Margaret of the Bull Line in last week. Put eight replacements on board and after looking all over town for men, had to sail her short-handed.

Due to the fact we don't know when a ship is due in this port any more, we have to rely on the men calling the hall when she docks. They have been doing this lately and if they continue to do so, in this way I can keep in contact with all the ships that hit this port. That's about all for this week and shipping still looks good down this way.

## PROVIDENCE

By  
J. E. LAPHAM

I had a call from the United States Coast Guard telling me that all seamen will have to have their waterfront passes—pronto! Pretty soon the boys won't even be able to get on the piers without them. So if the crews want to keep on sailing, get the pass as soon as possible. Up this way you need four pictures and a birth certificate to get the pass.

Well, things are getting a little brighter in this port. Shipping and business is picking up. As usual there is a shortage of AB's and Oilers. I am putting a few men on the New England Steamship boats to get them ready for summer sailings. I hope the season will be as good as last year.

That's all for this time. I'll have more news for you next week.

## SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA ATLANTIC & GULF DISTRICT

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## SELECTIVE SERVICE BOARD EXEMPTS ALL SEAMEN

The National headquarters of the Selective Service System has just issued a memorandum to all its branches throughout the country instructing them to continue the practice of deferring seamen from duty in the Army.

The memorandum provides, however, that the seamen are only deferred as long as they continue sailing the ships. If they lay up on the beach or take a shore job, their deferment ceases.

The following is the text (in part) of the memorandum:

"Off-shore merchant marine service, considering its importance to the war effort and the hazards it involves, is so closely allied to service in the armed forces that a man found by the local board to be actively engaged at sea in this service may well be considered as engaged in the active defense of the country. Such service may properly be considered as tantamount to military service. When a local board finds a man to be actively engaged in off-shore shipping, it should classify him in Class II-B if he is not found to be entitled to a lower classification.

"Although the hazards involved in coastal, inter-coastal (including Canada, Mexico, West Indies and Central America), Great Lakes and Inland Waterway service are, of course, not comparable to those in off-shore service, the uninterrupted operation of these services is essential to the war effort. These services should be given full consideration by local boards in classifying men actively engaged therein.

"Men have been deferred under the provisions of the Selective Service Act because they were bona fide seamen. Many of them have since left their maritime employment to engage in shore pursuits.

"When a local board finds such a seaman, who has recently worked as such and who has accepted employment ashore, or a seaman who is refusing maritime employment at sea, such man should be reclassified unless he indicates an immediate return to his former employment in the United States Merchant Marine."

(signed)

Lewis B. Hershey, Director.

## Money Due on Retroactive Wages and Bonus

### S.S. CASSIMIR

James Higgins  
Kenneth Rogers  
Kenneth Saylor  
Barton Frederick  
Henry Mazurkewick  
Henry Muzueta  
Henry Jennings  
Abram Good  
Leo Gillia  
Leo Curren  
Jack Ruth  
Edward Charlston  
Clarence Hodge  
William Davis  
Frank Rubin  
James Rubin  
James Downie  
Charles Canal  
William Brown  
August Calogos  
Alfred Erwin  
Edward Collison  
John Rose  
Jason Thigpen  
James Bowen  
Richmond Neal  
John Waste

Philip Daiy  
Phillip Daiy  
Mose Parker  
German Fleeman  
Virgil Sanberg  
Jose Lopez  
Cyril Wagenfer  
Joe Kinney  
Mark Jackson

### S.S. CATAHOULA

Alexander W. Hansen  
Hans E. P. Jansen  
Harry Billington  
Juan Martinez  
George D. Rourke  
Joseph P. Choquette  
Charles F. West  
Harold E. Larsen  
Pedro de Jesus  
Guy L. Whitehurst  
Willie C. Sanders  
William J. Blakely  
Frank J. Ruben  
William V. Stevenson  
Joseph Maisonet  
Jose B. Arroyo  
William Nickel

Clarence J. Taylor  
Harry F. Talbot  
Virgil Sandberg  
Donald B. Watts  
R. J. Steele  
Alex Scivique  
Norris W. Litch  
Harry Billington  
John M. Gibbons  
George D. Rourke  
Joseph P. Choquette  
Charles F. West  
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Emmitt A. Connell, Jr.  
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Cyril L. Heyliger

Call at office, 10th floor, 17 Battery Place

# SIU POLLS CLOSE JAN. 31st VOTE AT ANY BRANCH

## MORE ABOUT

## Atlanta Disaster

(Continued from Page One)

flashed on from the conning tower of the lurking submarine. The white light swept over the sea of bobbing wreckage and struggling men. The men gasped out curses at the submarine.

## Survivor



(Photo Courtesy N. Y. Post)

This is Brother Earl Dowdy, photographed in New York after being landed by the rescue ship Seatrain Texas. He clung to a piece of wreckage for 8 hours in water of 49 degrees temperature

Some, with a strength born of hate, half raised themselves out of the water and shook their fists at the blinding light. The officers of that submarine looked down on men who were going to die within the next few hours. But they didn't see fear in the faces looking up at them out of the water—they saw only defiance.

The white light snapped off, and the black hull of the submarine quietly sank beneath the surface of the water.

Dowdy swam to a piece of wreckage. It was a long plank and he grasped one end of it. Soon other survivors swam over to the planking. Ten men grasped the improvised life raft. Then began the long cold vigil, waiting for some ship to pass that would rescue them.

The water was cold. Few men had been able to get life belts. Many were wounded. One by one their grasp on the plank relaxed—they slipped beneath the water. Dowdy watched them go—helpless. After the first hour there were only 5 left. Two more went during the next hour. The three remaining men talked, and then sang a little bit to keep their spirits up. And then Dowdy was alone.

For six long hours Dowdy clung to his raft. At 8 A.M. the Seatrain Texas appeared on the horizon. Dowdy yelled and waved his arms. The ship saw him, launched a boat and picked him up.

As Dowdy was pulled into the boat, the Seatrain quartermaster spotted Fennell and Tavelle. They had been drifting separately on wreckage.

Fennell's leg was badly torn by the shell that had gone through his room, and was barely conscious when he was picked up. Tavelle was suffering from exposure and only lived because of the prompt first aid treatment he received aboard the Seatrain Texas.

The Seatrain Texas arrived in Hoboken with the survivors at noon of January 20th. Fennell and Tavelle were rushed to the hospital in Hoboken. Dowdy bought himself some new gear, reported to the SIU office, and spent the rest of the day trying to dodge the reporters and photographers that were on his trail. He left almost immediately for his home in Savannah.

Dowdy, Fennell and Tavelle are returning to sea as soon as they completely recover from their harrowing experience.

## Seamen Are to Receive Money For Lost Gear

Reimbursement for the loss of gear will range from \$150 to \$300, depending upon the rating of the seaman, according to a story in the *Journal of Commerce*. This is a ruling just handed down by the Maritime War Emergency Board.

The Board also announced that the seamen would be entitled to larger benefits if they could prove the larger value of gear lost due to "war operations."

This new ruling, which covers both licensed and unlicensed men, is made retroactive to December 7—the date of America's entry into the war.

While the top benefit of \$300 looks pretty good, in practice the unlicensed seamen stand a pretty slim chance of receiving it. The Board's ruling provides that unlicensed men receiving in excess of \$120 per month are entitled up to \$250 for lost gear those receiving less than \$120 per month will receive up to \$150 in compensation. The \$300 is for the skipper, mates and engineers.

There is another hitch in the ruling that might disqualify the seamen if they are not careful. To claim loss if a ship goes down, the seamen must have previously deposited an itemized list of his personal effects with the ship's master.

## U-Boat Score In One Week

NORNESS, 9,577-ton Panama-flag tanker, sunk off Long Island, Jan. 14. Two dead in crew of 40.

COIMBRA, 6,768-ton tanker, flying "Allied" flag, sunk off Long Island, Jan. 16. Loss of life, if any, unreported.

ALLAN JACKSON, 6,635-ton American tanker, sunk off North Carolina, Jan. 18. Twenty-two of 35-man crew believed lost.

MALAY, 8,206-ton American tanker, attacked by submarines, Jan. 19, off "eastern coast." Crew—probably 34 men—believed safe. Damage to ship unrevealed.

CITY OF ATLANTA, 5,269-ton former passenger ship converted to freighter, sunk off Cape Hatteras, Jan. 19. 43 killed out of crew of 46. Vessel owned by Ocean Steamship Co. of Savannah, Ga.

CILTVAIRA, 3,779-ton Latvian steamer, torpedoed "off Atlantic coast," Jan. 19. Two crewmen reported lost, 30 rescued.

## NOTICE

J. JOY—J. BARBER—E. SHAW  
R. C. ABREU

You have checks in the amount of \$41.66 due you from the P. & O. case. These checks have been in New Orleans for over a year. In order to receive your check, communicate with M. D. Biggs, Gulf District Representative, 309 Chartres St., New Orleans.

## DON'T BEEF LATER

If you don't vote this week, you have not done your share to protect our wages and conditions.

## MORE ABOUT

## Rescue Crew

(Continued from Page One)

ors. There was little to do for Dowdy except get him dry and warm and give him a shot of liquor to drive out the chills. But in the case of Fennell and Tavelle, Williams had his hands full.

Tavelle was unconscious, and it looked as if he might kick off at any minute. Williams worked over him for hours, packing his body with hot and then cold compresses, massaging him, administering stimulants. Within 12 hours Tavelle's temperature dropped to a mere 101 degree, and he has passed the danger stage.

Members of the crew are unstinting in their praise of Brother Williams. All say that George Tavelle owes his life to the untiring efforts of the Chief Steward.

Here is the story in William's own words:

"At 7:20 A.M. Monday, I was talking to the chief engineer of the Seatrain in his stateroom when Capt. Albert Dalzell called through the phone from the bridge that he wanted all the oil nozzles lit for a smoke-screen. Also to prepare for better than full speed; he said there was a ship in action ahead.

"At 7:57 A.M. the general alarm bell sounded, calling men to their stations. A minute or two later, the skipper ordered the engines stopped. I learned

later that he had sighted a man on some wreckage.

"I rushed up on deck. It was calm weather, slightly overcast, but a good swell running. The chief officer ordered a lifeboat down.

"Around us, on the horizon, were other ships—I should say two freighters and a tanker. They were hove to, several miles off. Smoke and haze was over the whole horizon.

"While our boat was pulling away toward the figure on the wreckage that proved to be Dowdy, the skipper sighted another man on a raft. The Seatrain was maneuvered over to him. After some difficulty we got him aboard from a wooden ladder lowered over the stern. He was Tavelle, and in bad shape. Next to him, on the raft, was the body of another man.

"We tried, but couldn't succeed in recovering the other body. Tavelle said it was that of George York, the second engineer.

"We rushed Tavelle to the ship's hospital. He'd been in the icy water and was almost numb. I rubbed him with turpentine, put hit salt on his feet. His temperature went up to 104 degrees. We gave him quinine and hot lemonade, and made him sweat in a roll of blankets, then he came around fast.

Tavelle is now at St. Mary's Hospital in Hoboken. The doctor says that he'll be O.K. He owes his life to Frank Williams.

## SIU Mourns for Brothers Lost on City of Atlanta

## ARANT ROUNDTREE

W. M. RIED

SAM SELLERS

KENDRICK SEARLES

HOWARD CLEVELAND

JOHN BLANTON

JOSEPH KICKLIGHTER

A. BIRD

PAUL DE BOLLE

S. HAYBYE

EUGENE HOLLAND

WILLIAM MELL

JOHN THORNTON

HENRY SURLS

RICHARD TAYLOR

WILLIAM GADSON

JAMES NORTH

JAMES HAMILTON

GEORGE HAMILTON

W. E. LOCKETT

A. LAWMAN

A. JONES

S. BRUCE

H. LANE

W. HARLEY

KEWANNEE DRUMRIGHT

A. WILLIAMS

EDWARD RAMSEY

WILLIAM FINDLAY

PRINCE J. BROUGHTON

WILLIAM B. CHISHOLM

J. A. WALCOTT

JAMES M. CUMMINGS

PERCY FORSYTHE

MATHEW BELL

## QUARTERMASTER

QUARTERMASTER

QUARTERMASTER

AB

AB

AB

AB

AB

WATER TENDER

WATER TENDER

WATER TENDER

OILER

OILER

FIREMAN

FIREMAN

FIREMAN

FIREMAN

FIREMAN

FIREMAN

FIREMAN

FIREMAN

FIREMAN

COAL PASSER

COAL PASSER

COAL PASSER

COAL PASSER

COAL PASSER

COAL PASSER

CHIEF STEWARD

CHIEF COOK

2ND COOK

MESSMAN

MESSMAN

MESSBOY

MESSBOY