

An Open Letter To Shipowners

To All Shipowners,
Gentlemen:

You have lost several ships during this past month. They have been sent plunging to the bottom of the Atlantic with great holes torn in their sides by enemy torpedoes.

When you balance your books at the end of the year, you'll find that your profit sheet won't be as long as it might have been—if these ships had not gone down.

But we can't squeeze out any tears for you. Not when we count our dead. Fifty-seven of our Brothers went down with those ships. Fifty-seven families have been robbed of their fathers or husbands or sons. The way we figure things, our loss is greater than yours.

NOT ONE of our Brothers had so much as an air-rifle with which to protect himself against the enemy raiders. NOT ONE of our Brothers was protected by the new-style life belts (such as the British merchant seamen have). NOT ONE SIU man was able to climb out of the icy waters onto a life raft, because the ships were not equipped with these rafts.

And why in hell weren't they?

Congress passed a bill to arm merchant ships long before this country got into the war. The Maritime Commission announced last November that the ships would be armed with anti-sub guns and anti-aircraft guns just as rapidly as they hit port.

This has not been done!

The City of Atlanta went to the bottom in five minutes. The Venore went down in seven minutes. Even granting that the life boats were in good condition, it is next to impossible to get the crew off in that length of time. Moreover, if the ship is listing to port, the starboard boats are useless. And if the ship is listing to starboard, the port boats are useless. On the Atlanta the crew was able to launch only one boat and that one was crushed and sucked under by the sinking ship. A couple of life rafts aboard these ships would have saved many lives.

But the rafts weren't there!

This war is a month old now. For 30 days the seamen have been sailing the ships without the protection to which they are entitled—protection which has been promised repeatedly by both the Government and you.

A gun and a life raft is little enough to ask for—don't you think? Then what's the stall?

Are priorities holding things up? Or could it be that you hate to shell out for the cost?

Whatever the reason, we say to you with all earnestness, things must change! The men who sail the ships must have the very minimum protection of anti-sub guns and life rafts.

Very truly yours,

The Men Who Sail Your Ships.

SEAFARERS' LOG

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

VOL. III 266 NEW YORK, N. Y., MONDAY, FEBRUARY 2, 1942

No. 4

18 SIU Men Lost Off Hatteras

Early on the morning of January 25th, the 8,016 ton ore carrier Venore was torpedoed off the Carolina coast and went down with the loss of the skipper, the radio operator and 18 SIU crew members.

This brings to a total of 57 the number of SIU Brothers that have lost their lives during the U-boat campaign now raging along the Atlantic coast. Not

Pay Decision Is Given On Interned Seamen

Seamen who are forced to abandon ship due to enemy action and are subsequently interned by an enemy power, will continue to draw pay from the shipowner up until the moment they again set foot on continental United States. This was the latest ruling handed down this week by the Maritime War Emergency Board.

Payments are to be made in the event of either the internment of the crew or the destruction of their ship.

INTERCOSTAL SERVICE ENDED BY COMMISSION

Suspension of all steamship intercoastal runs has been ordered by the Maritime Commission. The order will take effect when ships now loaded, or en route, have reached their home ports.

Ships now on intercoastal runs will be taken over by the Maritime Commission and be placed on "more essential" runs. The Commission revealed that it would possess all ships of over 5,000 tons.

It is estimated that 40 ships will be affected by the new order and that the aggregate tonnage of the ships will be between 250,000 and 300,000 tons.

The result of the order will be a sharp increase in traffic on the transcontinental railroads.

The lines affected by the order are: American-Hawaiian Steamship Company; American President Lines; Arrow Line; Calmar Steamship Corp.; Isthmian Steamship Co.; Luckenbach Steamship Company; Pope & Talbot, Inc.; Quaker Line; California-Eastern Line; United States Line; Weyerhaeuser Steamship Co., and Union Sulphur Palantic Line.

The Maritime Service Training Schools have relaxed their rule that all applicants must produce three year's discharges. The new regulations admit a man with 18 months service.

The government maintains two schools. One at New London, Conn., and the other at Alameda, Calif.

One of the Brothers had a fighting chance, for their ships were completely unarmed—despite repeated promises from Governmental officials that crews would be protected. Eleven ships have been sunk in the coastal areas in the past two weeks, and still American ships leave port without arms with which to protect themselves.

The twenty-one survivors of the Venore were brought into Norfolk by a rescue vessel after spending thirty-eight harrowing hours in an open lifeboat. The SIU Brothers that escaped with their lives told of the cunning used by the enemy submarine in sinking their ship.

The sub masqueraded as a lightship and blinked a code message for the Venore to come closer in the early morning hours. The unsuspecting ship swerved toward the supposedly friendly beacon. When she got within range, the sub sent two torpedoes crashing into her, then shelled her from a deck gun.

This all happened at extremely close range and had the Venore been armed, the crew could have made a fight for it. As it was, the ship could only wallow like a great fat duck waiting helplessly for the hunter to pick her off.

Brother Herbert Clark, after landing in Norfolk, was bitter about the helplessness of the crew.

"If we had only had a gun," he said, "I would have taken charge of it myself and blasted that sub out of the water."

First notice of the assault came by way of an SOS sent by the Venore's radio operator. At 12:47 A.M. Saturday the message flashed:

"Two crashes so far. Will keep informed. Think swimming soon."

Two minutes later a second message crackled out:

"Torpedoed twice. Ship still afloat, but listing badly. Captain requests assistance immediately."

(Continued on Page Four)

VENORE'S S.I.U. CREW LOST

STANLEY J. BATILES
WILLIAM JOHNSON
WALTER WALKER
JOHNNY AUSTIN
JOSEPH EDGAR MAKONY
CLAUDIO FIGUERAS
ALEXANDER TOOM
C. J. BRAND
GEORGE C. ROBEY
WILLIAM DAVIS
EDWARD WILLIAMS
LORENZO GARDINER
WILLIAM E. OLIVER
FRANK BROWN
ELMO CHRISHOLM
COURTLOND V. AIKENS
ST. ULIAN NAVETTE

BOATSWAIN
AB
AB
OS
OS
DECK ENGINEER
OILER
OILER
WIPER
WIPER
WIPER
STEWARD
CHIEF COOK
MESSMAN
MESSBOY
MESSBOY
MESSBOY

SAVED

MANUEL BALLESTERO
P. KARLSON
PETER JOSEPH SANTOS
HERBERT CLARK
ALLEN HORTEN
PHILIP GONZALES
CLARENCE WILLIAMS
WILLIAM F. NEWTON
GORDON J. DALY
JOHN J. O'ROURKE
JOHN DIAZ
JUAN GARRILLO
ELDAR G. DRIVER
LEE SCOTT
EUGENE PARKET

QUARTERMASTER
QUARTERMASTER
AB
AB
AB
AB
OS
OILER
OILER
OILER
FREMAN
FREMAN
FREMAN
SECOND COOK
MESSBOY

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Labor Wins Safeguard For Workers Against Bosses' Fake Disloyalty Charges

Washington, D. C.—Attempts by anti-labor bosses to oust active unionists, on the pretext they are "subversive," were curbed under machinery agreed upon by the army and navy, after consultation with organized labor.

Army and navy officials have sweeping powers to remove from defense industries workers whose loyalty is questioned. Until now, this authority has been exercised without any right of appeal, and complaints arose that some employers were taking advantage of the situation to pin the label of "disloyalty" on unionists they wanted to get rid of.

To stop such abuses, Assistant Secretary of Labor Dan W. Tracy arranged a conference between representatives of the two agencies and of labor, to work out procedures.

As a result of this parley, a plan to safeguard workers from unfair dismissal was worked out, and a memorandum setting it forth was signed by Under-Secretary of War Robert P. Patterson and Assistant Secretary of the Navy Ralph A. Bard. It is to be distributed to local unions, employers and military representatives at defense plants.

Under its provision, army or navy agents may, after an adequate investigation, ask an employer to drop a suspected employee, but this would be done only after consultation with representatives of both labor and management. In most instances, unions would be given the opportunity to handle the removal themselves and arrange for transfer of so-called "disloyal" workers.

Pacific Welders Strike For Recognition

The long smoldering feud between the welders and the diverse AFL craft unions to which they belong, exploded this week end with a strike at the Puget Sound shipyards. 1,654 men walked off the shipbuilding jobs when the War Production Board ruled that they could not set up their own independent Union but must continue to bargain through the various AFL unions to which they already belonged.

The welders' beef has been that it is necessary for them to belong, and pay dues, to three or four different unions in order to follow their trade on different types of jobs. They have demanded that the AFL Unions release jurisdiction over them and allow them to set up their own organization.

The West Coast walk out left 1,180 welders idle in the Tacoma yard of the Seattle-Tacoma Shipbuilding Corporation, 454 at the Seattle yard of the same company, and twenty at the Associated Shipbuilders at Seattle.

Union officials predicted that 1,300 men would be off the job at Boeing aircraft by Sunday night.

The stand of the War Production Board was outlined in a telegram from Paul R. Porter, Chairman of the Shipbuilding Stabilization Committee:

"The board expects all shipyards welders to serve their country by remaining at their jobs. A strike in the shipyards while our nation is at war and American lives are at stake is intolerable."

Clyde-Mallory And Merchants End Service

One of the last remaining coastwise steamship lines still in operation, the Clyde-Mallory Line, suspended operations this week. The officials of the company gave "lack of tonnage" as the reason for the move.

Also closing up shop was the old Merchants and Miners Transportation Company. M & M gave the same reason for folding.

While the Clyde-Mallory line is pulling out of its coastwise runs, and most of its ships have been requisitioned by the Government, it doesn't mean that the company is going out of business. The company officials expect to receive a Government charter for some new gravity runs.

With Clyde-Mallory pulling out, and Eastern having shifted its fleet to Alcoa, the Savannah Line ships are about the only ones now operating on the Eastern Coastal runs. Savannah Line lost one ship to Maritime Commission.

SUP Returns Lundeborg, Weisberger, Korenblatt

The SUP has completed its annual election of officers. There were no startling upsets in the elections, many of the incumbents even running unopposed. Brother Harry Lundeborg was voted another term as Secretary-Treasurer by almost 2,000 votes. He was unopposed for the office, as was Morris Weisberger, who received 1,968, for the position of New York Agent. Max Korenblatt was returned as New York patrolman, receiving more than the combined vote of his two opponents.

The complete tabulation of votes follows:

Office	Total Votes
Secretary-Treasurer	
*HARRY LUNDEBERG	1988
Void and Write-ins	271
Asst. Secretary-Treasurer	
*E. G. ARNOLD	1513
First Patrolman	
T. HAMPSON	239
G. HEXUM	370
HOWARD LAWSON	182
*MAXIE WEISBARTH	1180
Second Patrolman	
JAMES DONOVAN	814
*LOUIS EGNER	1132
Dispatcher	
A. BURKE	635
*J. LAVOIE	1450
Seattle Agent	
*ED COESTER	1665
Seattle Patrolman	
B. BARRENA	485
E. FISHER	709
*H. JOHNSON	720
Portland Agent	
C. L. DUNCAN	894
*J. MASSEY	1006
San Pedro Agent	
LEE BARLOW	534
H. CHRISTOFFERSON	514
*H. PREVOST	677
S. SORENSEN	393
San Pedro Patrolman	
H. BATES	550
J. COTTER	235
BILL GREIS	267
A. RHYNE	102
*H. SNOW	738
Honolulu Agent	
*C. CHRISTIANSEN	1217
J. K. HELENA	485
G. MAYENSCHEN	239
New York Agent	
*M. WEISBERGER	1968
New York Patrolman	
*MAX KORENBLATT	1052
R. J. STAPLETON	452
H. STRAUS	372
* Elected.	

New Harbor Defenses Are Held Invulnerable

Secret new harbor defenses perfected in recent years by the United States Navy make it virtually impossible for an enemy submarine to penetrate an American harbor undetected, naval sources said.

By employing new methods of submarine detection, protective nets and mine fields, it was believed a repetition of Scapa Flow—where a German submarine destroyed the aircraft carrier Royal Oak as she lay at anchor in the big British naval base—would be extremely difficult.

Since the first World War methods constantly have been improved for detection of submarines, and as early as 1928 the British were said to have perfected a device for detecting submersibles even when they lay still on the bottom of the sea, their engines stopped.

Canada Builds Wooden Ships

Canadians are going to build wooden ships. This action is being forced by a shortage of steel. At least that's what the *Journal of Commerce* reports.

The advocates of building wooden ships point out the fact that Canada has a reserve of craftsmen needed for this work and that the supply of timber is almost unlimited.

During the last war 21 wooden schooners and 69 wooden steamers were built in British Columbia yards. The schooners, which were 225 feet long, were five-masted, equipped with Diesel auxiliary engines, while the steamers were 250 feet long and carried 2,800 tons deadweight. Triple-expansion steam engines, developing 950 horsepower, were installed.

United States shipyards are experimenting with reinforced concrete ships to meet the steel shortage.

A WORD WITH

Sister Dillon

Hello Brothers. Sorry to have missed last week's issue, but I had to leave town on Tuesday morning and didn't get back until Saturday afternoon. When I returned, the Editor told me it was too late to get my copy in that issue.

Being out of town, I also missed seeing our laid-up Brothers. I'll try and make it up to them this week.

I know they'll be glad to see the last issue of the *Log*—news aplenty. Also pictures of our latest heroes of the deep. They most certainly are made of the right stuff to go right back to sea after enduring those hardships. They are honest to God Americans—everyone of them.

This week I received a letter which greatly saddened me. It was from the mother of one of our young brothers who recently died. Loyd Gardner was his name, and he was a fine young man in his early twenties and had been receiving treatment in the Marine Hospital. He seemed to be improving for a while and even went home for Christmas. I met his mother at Christmas time and she was a lovely little lady.

Well, just when Loyd was getting along he took a turn for the worse and this week he died. I sat with him many times just as I would with one of my own sons. He was always wishing he would get better quickly, so as to be able to get back to sea. But I guess it wasn't in the cards.

I don't want any of you boys to think that I'm a softie—I spent twenty years at sea myself and that tends to harden one up a bit. But when a young boy like that dies without a chance to do with his life what he wants to—well, it kinda gets me.

I think all the boys would like to read the letter that Brother Gardner's mother sent to the Union. So, here it is:

Seafarers International Union
 Office of Secretary-Treasurer
 New York City

"Gentlemen:

"I wish to express my appreciation for everything that was done for my son Loyd Gardner during his sickness at the Marine Hospital on Staten Island. He was operated on Jan. 14 and died Jan. 19. Malaria went to his brain.

"Perhaps my sincere thanks could also be expressed through the *Seafarers Log* to the men in the hospital and the many blood donors who have been so kind to him. Would you also thank the lady that came in to see Loyd every week and gave him such kind attention.

"Sincerely yours,

Mr. A. C. Gardner
 26 East James St.
 Lancaster, Pa."

What's Doing ...

Around The Ports

NEW YORK

By
ARTHUR THOMPSON

This was one of those weeks when I was asked every fifteen minutes or so when the various companies intended to pay the retroactive bonus. The companies are playing the old stall game again. They claim the payrolls aren't ready yet and they have to contact their offices in another state, and meanwhile the boys are getting hot and no one can blame them. The IFC said they were putting extra pursers on their ships to help make out the additional payrolls, and this will speed thing up a bit.

Rumor has it that the Alcoa people are to take the three remaining ESSCO ships. That leaves the Eastern out. Did I hear a sigh of relief?

I spent some time last week talking to some of the boys from the Seatrain Texas who picked up the survivors from the City of Atlanta. I also know how difficult it was to get crews for the other Savannah Line scows after that massacre. These boys were asked to go out in rust buckets that would shake apart from the recoil of a cap pistol, and they had no protection other than two life boats which they got no use from any way.

We're asking for guns and life rafts and nothing much more, but the skipper of the Alcoa Trader told his crew that they were not compelled to put on rafts until the 15th of March. Why in hell do we have to wait that long? Do we get our rights by the calendar?

I fail to see why they can't get enough equipment on all our ships immediately. Maybe that jolt in Pearl Harbor was not enough to wake up these people who ask men to go down to the sea in ships, so that they may grab all they can while the getting is good. The sub which sank the Venore would have made a damned good target according to one of the survivors, but there were no arms aboard the Venore.

Ships are going out with oil, dynamite and other inflammable cargo and they can't even get rafts. I believe we seamen should make a squawk loud enough for all to hear. I believe we should do all in our power to make the public aware of the score. If they knew how their sons and husbands were being sacrificed, they would stand behind them. And maybe the brain trust who figured out the bonus rates will see that the areas which pay the least bonus has so far been the most dangerous.

MOBILE

By
OLDEN BANKS

Last week was not the biggest week we have had, but it will compare in size to some of our best ones. Shipped almost anything that looked like it wanted to go to sea, and borrowed a few from New Orleans. It's against

the law to shanghai men but, believe me, that is just about the situation here. We never let a man get away after he goes on the shipping list, but just start the sales talk and sometimes it is possible to sell a man the idea that he ought to go to work.

There is one thing I would like to say that vitally concerns all of us. Don't reveal any information concerning your ship to anybody. This same thing has been repeated over and over again, but you can never be too careful or learn this lesson too well, as action off the Atlantic Seaboard has proven.

Voting was very slow in this port as there were not enough men in the hall to form a Balloting Committee, and the guys who came in off the ships were too busy, in most cases, to think much further than getting rid of the old bankroll.

NEW ORLEANS

By
"ARMY"

Between squawks about there was no sailing board posted, and that the Mate, Skipper, Chief, First ain't doing right by our Nell, we sandwiched in a few new and good beefs. On the fair ship West Gotomka, when she paid off, we got a new one and a dandy. We are all familiar with the rows raised by the mates about the sailors getting drunk, and the engineers about the black gang—well, on this ship the worm turned; the crew came in squawking about the Mate's performing, so help me it is true. The sober members of the crew (who were stuck in each port as usual) raised as much hell about the drinking of the Mate, as is the rule for the Mates to raise. For instance, the gent had told the ship's delegate to check his overtime to get some idea of the amount the men made. Then to add insult to injury, the bird disputes the overtime worked after having no record of his own.

Is there anyone that can sit down and in three minutes by the clock figure out his payday? No! Well, a lot of the boys seem to think that the pie cards should be able to do it for them. Lay off, boys.

We are loosing our bookkeeper this week. He has had several offers already and he's as undecided as a woman buying a new hat. I think that the pay-off will be on the one that keeps him in touch with the Seamen's end of things. After all, when the man has listened to all the windstorm that blow around this office for four years, then he is immune to the regular old line of shore side guff. Smooth waters, Manuel, and when docking, don't snap a spring.

Did you notice the latest issue of the Blah-blah? The boys are coming out more and more for the party. I'm waiting for the day that the Mast Head is changed, instead of the present Wheel with the map inside, it may soon

be the Wheel with the hammer and sickle inside.

To the Editor of the Pilot, you really should check on the names of the ships you claim are begging for NMU representation. One such ship was very, very indignant about the whole thing, tish tish.

What are the boys going to do for coastwise transportation now that P & O is leaving. Box cars, here come the boys.

PHILADELPHIA

By
H. J. COLLINS

This week we had in the Carabulle, Pan-Atlantic and the Barbara. We shipped 12, registered 35 and have 37 on the beach in all three departments.

Things don't look too good for this port, though. We have received word that all intercoastal ships have been requisitioned to carry defense materials on other runs.

We have had little activity in the past weeks. Where normally we have ten ships coming in weekly, now we have three.

Brother Edginton, the Steam-Roller-Oiler, is back with us again. His headquarters is the Benjamin Franklin Hotel. However, the Draft Board knows where that is, so it's O.K.

Casey Jones won his round with the Reading Company, and he expects to be handsomely rewarded for his sufferings. Good luck, Casey.

I understand that Brother McAndrews has some money coming to him. He may get it by getting in touch with the attorney in Philly.

The papers of James J. Ryan, AB, have been turned into this office, and we will be glad to forward same to him.

Well, between trying to straighten out the bonus question and signing Coast Guard Applications for passes, we have been rushed. I expect everything to get squared away in the near future.

See you next week.

PROVIDENCE

By
J. E. LAPHAM

Well, this has been another busy week. Plenty of jobs, and I did have a little luck in getting a few men. Dug a few of them out of the moth balls. Was up to Draft headquarters last week, and they tell me that they will give us all the support possible in getting men deferred on our ships, so that we can keep them sailing. But they want the men to give the Union Hall as their address instead of some rooming house, as that way letters will be taken better care of and not just tossed in a drawer and lost. The weekly issue of the Log is going over big up this way. We in the port of Providence mourn our lost brothers, and wish them a Happy Voyage.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

ATLANTIC & GULF DISTRICT

Secretary-Treasurer's Office

Room 213 — 2 Stone Street, New York City
P. O. Box 25, Station P Phone: BOWling Green 9-8346

DIRECTORY OF BRANCHES

BRANCH	ADDRESS	PHONE
NEW YORK	2 Stone St.	BOWling Green 9-8346 Despatcher's Office BOWling Green 9-3430
BOSTON	330 Atlantic Ave.	Liberty 4057
PROVIDENCE	465 South Main St.	Manning 3572
BALTIMORE	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS	309 Chartres St.	MAGnolia 3962
SAVANNAH	218 East Bay St.	Savannah 3-1728
JACKSONVILLE	136 East Bay St.	Jacksonville 5-1791
TAMPA	206 So. Franklin St.	Tampa MM-1323
MOBILE	55 So. Conception St.	Dexter 1449
TEXAS CITY	105 — 4th St., N.	Texas City 722
MIAMI	1348 N.E. First Ave.	Miami 2-2950
SAN JUAN	8 Covadonga St.	San Juan 1885

BOSTON

By
JOHN MOGAN

It was a terrible blow to us to hear that so many of our brothers were lost, and we wish to extend our heartfelt sorrow to their families and relatives. They are not forgotten.

I have instructed the patrolmen to contact all ship's delegates and with them to see that all life boats and life-saving gear are in good working order and to try to make arrangements to have them tested before leaving port. I believe this should be the practice in every port.

Business and shipping has been rather slow during the past month and prospects are only fair. We have laid off all help that is not on the ballot and a saving of \$80 per week will be realized.

Every effort should be made to get a bonus in the Gulf and all bonuses raised as there are no "safe waters" at this time.

In the future please address all mail for this branch to 330 Atlantic Ave., Boston, Mass. We have discontinued our hall on 1 Rowes Wharf.

TAMPA

By
D. L. PARKER

This port was once a port of call, but now I can recommend it as a port of beefs. For the last two months there have been more beefs brought to this port than any other port that I have ever sailed from or to.

I know, as an agent of this Union, that I am to settle beefs for any crews on any ships that we have under contract. And I do settle them to the best of my ability. But this is only a port of call and as they do not pay off here, I can't see why these beefs can't be settled at the time of pay-off.

The Tug Samson was in here last Saturday, and was one oiler and a fireman short. I could not supply the men, and when Monday arrived the crew called me down and wanted to know if they were entitled to overtime for standing six and six watches at sea. So I said yes. Then they informed me that the captain would not pay it.

I finally got enough men to take her out and also got them 90 cents per hour for anything over eight hours. I sincerely hope that I won't have any more trouble with that tug again.

We have one ship from the

AB FALLS INTO EMPTY HOLD

Brother Douglas Mack was seriously injured last Wednesday aboard the S.S. Mary while she was tied up at Pier 10 in Staten Island. He fell from the shelter deck into No. 3 hold and landed on his head and shoulder. He was seriously injured and taken to the Marine Hospital.

Brother Mack was first missed at 7 o'clock Wednesday evening, but none of the crew could locate him. It was not until the next morning that No. 3 hatch was opened by a longshoreman and Mack's unconscious body was discovered.

Sister Dillon is investigating his condition at the hospital and will report next week in her column.

PERSONALS

FELIX ROSARIO

When next in New York get in touch with Arthur J. Nolan, Room 135-B, Custom House.

D. BURRIS

Formerly of the S.S. J. Salmon. There is a letter for you in the Boston hall. Write to Brother Mogan and tell him where to forward it.

CHARLES DOROB

Your family has not heard from you since 1938. Get in touch with your sister at 617 N. Paulina St., Chicago, Illinois.

DO NOT SHIP

Permits Revoked:

JOHN HART PARTAIN,	P-4853
PHILIP ANDREW FLYNN	P-2725
RALPH EWING	P-3470
LEE ROBERT BURWELL	P-4032
MARIO CARRASCO, Jr.	P-3560
HOLLIS LEROY BUZZELL	P-685
ROBERT D. GERALD	P-4678

Book Revoked:

I. WHITFIELD	G-118
B. R. RABINOWITZ	G-65
F. A. MARTINEY	G-13
MOSES HERANO	G-257
NIELY J. ROBINSON	7538
GEORGE DAVIS	7562
CHARLES C. BRIGHT	7709
WILLIAM SIELINSKI	336

Waterman S.S. Co. that will be making this port every so often. That will give the Tampa boys a chance to be home more often, so that they may go to the city of Ybor and take a gander at the senioritas.

U-BOAT SCORE OF AMERICAN SHIPS

Vinson Wants To Register All Unions

Washington, Jan. 24.—Acting with unaccustomed speed, Chairman Vinson of the House Naval Affairs Committee this week offered a bill in Congress providing for federal registration of labor unions.

Vinson, a southern poll taxer elected by a fraction of the residents of his district, expressed alarm at the growth in trade union resources—which are actually a drop in the bucket compared to the super-profits bared by the Naval Affairs report. Labor has opposed registration of unions on the basis that it will be used to curb the rights of workers.

Vinson's bill was so worded as to come under the Constitution's commerce clause, thereby removing it from the jurisdiction of the House Labor Committee and giving it to a more reactionary group for consideration.

Seamen Not To Pay Tax On Board and Room

When seamen figure up their income tax this year, they will not have to include board and room received on ship as part of their taxable income. This ruling has been handed down by James J. Houy, Collector of Internal Revenue for New York.

Mr. Houy, in a letter to the Union, stated the following:

"Board and lodging furnished seamen in addition to their cash compensation is held to be supplied for the convenience of the employer and the value thereof is not required to be reported by such employees in their Income Tax returns."

Seven Coastwise Ships Taken Over

Seven more Coastwise ships have been requisitioned by the Maritime Commission. The names of the ships have not been revealed but it was indicated that they belonged to the Eastern and Clyde-Mallory Line.

The Commission has already taken over most of Eastern's ships and she has discontinued all but the New York-Norfolk runs. If her remaining ships are taken she will be forced to discontinue all operations. The Yarmouth, an Eastern ship, has been chartered to Alcoa for Caribbean runs.

Robins Drydock Finally Signs Union Contract

The Robins Drydock and Repair Company signed its first labor contract in its more than half a century of existence with Local 39 of the Industrial Union of Marine and Shipbuilding Workers of America.

The contract covers 8,000 workers in the largest repair yard in the United States. Robins is a subsidiary of the Todd Shipyards Corp.

Nazi Submarines Believed To Have Bases Off U.S.

The following analysis of the submarine menace to Atlantic Coastal shipping appeared in the Jan. 30th issue of the N. Y. Post.

Evidence that the Germans have established definite stations for U-boats off the Atlantic coast of the United States, at points where they can prey most effectively on American and Allied shipping, was seen today in an analysis of the sinkings reported so far.

The apparent lull in the attacks was believed due to the fact that the first flotillas assigned to these stations, which began operations Jan. 14, had completed their two weeks' tour of duty "on location" and were on their way back to bases in occupied Europe.

More Attacks Foreseen

As soon as replacements reach the assigned stations, naval observers said, further attacks on shipping might be expected, and in the same general locations as those already reported. These indicate that the stations so far decided upon by the German naval command are southeast of Long Island and off Cape Hatteras.

The contour of the coast largely dictates what routes ships must follow. Cape Hatteras, for example, bulges so far to the east that it forces northsouth traffic into a

single fairly narrow lane, although the vessels may have come from different ports and have different destinations.

As Far South as Florida

Possibility that the Germans are scouting for a third more or less permanent U-boat station, as a concentration point for Gulf Coast oil tankers, was seen in the report that two submarines had been sighted off Port Arkansas, Tex. The Navy Dept., however, did not confirm this information in its communique last night.

Japanese submarines which began raiding American shipping off the Pacific Coast immediately after the Pearl Harbor attack were reported back in action after a month's lull.

The 11th Naval District at Los Angeles announced that an enemy submarine had been sighted off the harbor there yesterday and attacked by aircraft.

MORE ABOUT

VENORE SINKING

(Continued from Page One)

At 1:22 A.M., the last message came:

"Cannot stay afloat much longer."

That was the last word that got out. The radio operator lost his life when the ship went down.

The crew succeeded in launching several life boats, but two of them were swamped in the heavy sea. The boats were overloaded, and the majority of the casualties were from the swamped life boats.

Brother Allen Horten was on watch in the crow's nest when the Venore first came upon the sub.

"Those Boches are plenty smart," he said, "they fooled us completely. The light blinked in code that the vessel was a lightship. She told us to come over near her. We started toward her, still thinking she was a lightship, when a shell hit us in the bow. It didn't do much damage, but we were called to our stations."

"Then the submarine moved around to our port side and a torpedo hit us. A general alarm was sounded. That sub, when it circled us that time, signaled with her lights as if she were a buoy. But she didn't fool us that time and when the second torpedo struck us, we were as ready for it as you can be ready for such a thing."

Even those men that succeeded in getting away in life boats were not out of danger. Lately the subs have been machine-gunning the crews in their life boats. The men on the Venore knew this and lay in the bottom of their boats. They didn't dare pull for shore because the sub was lurking around, waiting for the first sign of life. For hours the men lay in the bottom of their boat before they could safely raise their heads without being machine-gunned.

During the 38 hours that the crew was in the life boats, several ships passed, but none of them sighted the survivors.

The Venore was originally an oil tanker and was previously known as the Charles G. Black and later as the G. Harrison Smith. She had been built in 1921 at Sparrow's Point, Md.

AN OPEN LETTER FROM BROTHER DOWDY

Editor, Seafarers Log
Dear Sir and Brother:

Would you please run a few words for me in the next issue of the LOG to give my best regards to the officers and crew of the Seatrain Texas. I want to express to them my appreciation for the swell treatment I received on that ship when I was picked up from the sinking City of Atlanta.

I also want to express my sorrow for my shipmates that went down. I would like to express it to their families too.

I'm not much at making speeches, so would you please fix this up for me, so that it sounds like what's in my heart.

Many thanks,

Earl Dowdy and Wife, No. 1385.

EDITOR'S NOTE: In my opinion, Brother Dowdy's letter needs no "fixing."

SEAFARERS' LOG

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