



SEAFARERS LOG

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



VOL. IV.

280

NEW YORK, N. Y. THURSDAY, OCTOBER 29, 1942

No. 35

Seafarers Blast Navy Brass-Hats' Scab Plans Resolutions of Solidarity With West Coast Against Navy And Fink Halls

WHEREAS a recruiting campaign has recently been inaugurated by the USNR to get merchant seamen to enlist in the Naval Reserves in its M-1 Branch, a Branch recently opened by the Navy, and

WHEREAS, by enlisting in the M-1 Branch of the Naval Reserve you are allowed to stay in vessels you are on at present as a civilian merchant seaman until the Navy takes over said vessel, when you will automatically become part of the Navy, under their rules, wages and regulations, and

WHEREAS, this program has supposedly been started to stop any drafting of bona fide seamen into the Army, and

WHEREAS, under this program, if all merchant seamen joined the USNR M-1 Branch, the Navy could easily take over the Merchant Marine, and the merchant marine and its personnel would ultimately cease as a civilian unit and become an auxiliary of the Navy which would mean that our Unions would go out of business and there would be no more union wages and conditions as far as the merchant seamen are concerned, and

WHEREAS, the American union seamen, even since the outbreak of war have heeded the call of our country and sailed ships to all ports of the world carrying supplies to our armed forces, without delay, and have and are showing their patriotic duty to our country, and

WHEREAS, a national policy has been established by General Hershey of Selective Service, to the effect that bona fide merchant seamen who are actively engaged in sailing American merchant ships are deferred, now, therefore be it

RESOLVED: That the SIU goes on record as expressing their full confidence and respect in the United States Navy, and be it further

RESOLVED: That we also go on record as being strongly in favor of retaining our civilian status under union conditions and that we feel that it is not necessary for merchant seamen to join the Branch M-1 of the USNR, inasmuch as we are already doing our full share towards the war effort by continually sailing the ships into war areas and we will continue to do so, and be it finally

RESOLVED: That we send copies of this resolution to President Roosevelt, Admiral Emory S. Land, Secretary of the Navy Knox, and Madam Perkins, Secretary of Labor.

Carried unanimously.

WHEREAS, some months ago a department was established in the War Shipping Administration, a bureau called Manning & Recruiting Service, and its duties were specifically outlined to be recruitment of trainees for Maritime Commission Schools and in order to supplement and provide additional seamen for the fast growing American Merchant Marine, and

WHEREAS, at the time of the establishment of said Bureau it was definitely understood in agreement with Government officials and the Unions that existing Union hiring halls would not be interfered with nor encroached upon, and only in the event that the Unions were short of men, then they could call on this Bureau to get men for contract ships, and

WHEREAS, since the start of the war the Unions have fulfilled their obligations strictly under their contracts and have supplied all men to ships without delay and it is today a recognized fact that had it not been for the Seafarers' Union, the manning of American merchant ships under the emergency situation which faced the United States, would have been in a sorry mess, and

WHEREAS, on September 25th, an order was issued at Washington, D. C., by some member of the War Shipping Administration, called "Instruction 23"—which will, if put into effect, do away with our Union hiring halls and substitute for them a Government fink hall, and in substantiation of this charge, we quote herewith paragraph 2 and 3.

"2. Registration of Union Members.

All union members available for active duty and seeking immediate assignment, shall be registered at a Recruitment and Manning Organization Port Office. A union member shall be considered to be registered when his name, nationality, rating and union membership have been reported by the Union to the Recruitment and Manning Organization Port Office. The union may wish to assign an identifying number to a union member, in which case, this number shall be used instead of the seaman's name. The Recruitment and Manning Organization Port Representative shall take the initiative to work out arrangements with union representatives to obtain this information concerning each seaman actively seeking assignment.

"3. Seamen Employed by Operators or Agents Awaiting Assignment.

All seamen who are employed by operators or agents on shore jobs or at daily wages awaiting assignments and otherwise available for assign-

ment on board ship, shall be registered at the Recruitment and Manning Organization Port Office. The Recruitment and Manning Organization Port Representative shall take the initiative to work out arrangements with operators or agents for the registration of each seaman standing by or employed ashore." and

WHEREAS, it is clear to us that if such a program is carried through, the Recruitment and Manning Bureau will supersede the union hiring halls and put the Union out of business, and reestablish fink halls, which was done during the last war by just such a method when the U. S. Shipping Board of notorious ill-fame established the same set-up and ultimately were successful in breaking up the union hiring halls and thereafter the unions, and

WHEREAS, the SIU, Atlantic & Gulf District, for a period of three years has supplied the seamen to ships on the Atlantic and Gulf Coasts through our Union hall, through contracts negotiated directly between the SIU and the shipowners, and

WHEREAS, the United States Government through its officials, has recognized the stability of union agreements and union hiring halls, and signed a pact at Washington, D. C., on May Fourth, through Admiral Land and Captain MacAuley on behalf of the Government and all the seafaring unions, which pact the Unions have scrupulously lived up to, now—therefore, be it

RESOLVED: That we go on record as condemning this underhanded method of certain ambitious bureaucrats in the Manning and Recruitment Department to perpetuate their jobs by seeking to do away with union hiring halls, and substitute themselves instead, while the American merchant seamen are out dodging torpedoes and Stuka dive bombers, and be it further

RESOLVED: That we notify the proper authorities in no uncertain terms that we will not register in any Recruitment and Manning Office or any other fink halls, and be it finally

RESOLVED: That we call upon Admiral Land and Captain MacAuley to remove such people from office and get rid of them on the ground that they are not helping the war effort but are hampering it, because the merchant seamen do not rate such treatment—they are doing their share for our country, and this is one time when we demand that such anti-union and anti-seamen moves be stopped immediately, and we demand action on it.

Carried Unanimously

Foreign Currency Rules For Seamen Are Explained

by
Matthew Dushane

One of our brothers made three trips on one of the Robin Line ships, signed on the last trip May 8th, 1942 and took seven one hundred dollar bills in American Currency along with him.

Upon his return to the U.S., all members of the crew were asked by a representative of the U. S. Treasury Department how much American currency they had on them. This brother told the official that he had Five Hundred dollars, which they seized from him and gave him a receipt covering amount seized. This money was turned over to the collector of customs. This brother was told that he would have to prove where he got this money in order to receive it back from the collector of customs.

He contacted the Robin Line and was given a statement from the Controller of the Company that he earned \$2240.50 while employed in the Company. The Brother immediately contacted the Treasury Dept. officials and told them that he did not draw any money the last voyage and spent

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31 Members Accept

Nominations for Atlantic and Gulf District offices closed October 15th, and candidates for all posts were verified by the Committee on Credentials. The ballots are now being printed and will be in the hands of all port agents within the week.

Balloting shall be secret and shall take place each day during the month of November and December provided there are five members in good standing elected from the meeting present to check books and guard the ballot boxes.

The Committee on Credentials, was composed of Brothers Frank Radzvil, Thomas Manley, Edward Hansen, George Manning, John Moran and Joseph Hart.

The full list of candidates appears on page four.

HAWK ILL

Our Secretary - Treasurer, John Hawk, is ill and is stretched out on the flat of his back. However, that doesn't stop him from keeping his nose to the grindstone. Since he has been in this position he has had a telephone installed at his bedside and is conducting his routine duties, and handling correspondence via the telephone. The only thing he isn't doing is settling beefs in person and attending the regular meetings blowing off steam.

MONEY DUE

The following crew members of the Delrio have overtime coming: Hubbs, Metras, Berthum, Rogers, Dolese, Rushing.

A.F.L. CONVENTION PAYS TRIBUTE TO S.I.U. MEN

The annual convention of the American Federation of Labor, held the first part of this month in Toronto, Canada, passed several resolutions praising the work of the SIU men and calling for greater recognition of their services by both government and public.

Attending the Convention as SIU delegates were Brothers John Hawk, Secretary-Treasurer of the Atlantic & Gulf District, and Patrick McHugh of the Boston Fishermen's Union. Both Hawk and McHugh appeared before the A.F.L. committee on resolutions in support of a resolution granting merchant seamen war time recognition and another one in support of the United Seamen's Service. Both resolutions were passed by the convention.

The resolutions in their entirety follow:

RECOGNITION OF WAR SERVICE OF MERCHANT SEAMEN

WHEREAS, The personnel of the United States Merchant Marine did its part for this country in World War number 1, and

WHEREAS, the A. F. of L. seamen who are now taking most of Victory Merchant Fleet to sea and delivering goods to our armed forces and our Allies armed forces all over the globe, and

WHEREAS, Many have given the supreme sacrifice in performing

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 OF NORTH AMERICA**
 Atlantic and Gulf District

Affiliated with the American Federation of Labor
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 Phone: Bowling Green 9-8346

REPORT FROM

Washington

By

"DUKE" DUSHANE

U. S. Army Docks:

Been advised by the Army labor relations representative that an order has been issued to allow all Union representative to go aboard ships on which we have collective bargaining agreements when these ships are at docks under the jurisdiction of the Army.

Our representatives are to contact the Security Officer (Port Commander) attached to the Transportation Corps and present his credentials and state his business. This will no doubt take some time, so it has been suggested that one of our delegates contact the above party before any of our vessels arrive at the docks and make arrangements to contact the ships when they come into port, and not wait until the ships arrive. If no agreement can be reached with the officer in charge, your Washington Representative should be immediately notified, as this Security Officer command is a new set up in the Army.

O.S. Wipers-Messmen:

Orders have been issued not to give out any more certificates to unrated men, unless they have or are to get an immediate job. There are about 10,000 of these certificates out at present. The order which was issued to stop the issuing of certificates to unrated men is only temporary. Until a system can be devised whereby the draft boards will know who are the active bona-fide seamen. As a great many of the boys who have received certificates have asked for and received deferment from their local boards on the strength of their certificates, and haven't gone to sea since they have received them.

W.S.A. Liberty Ships

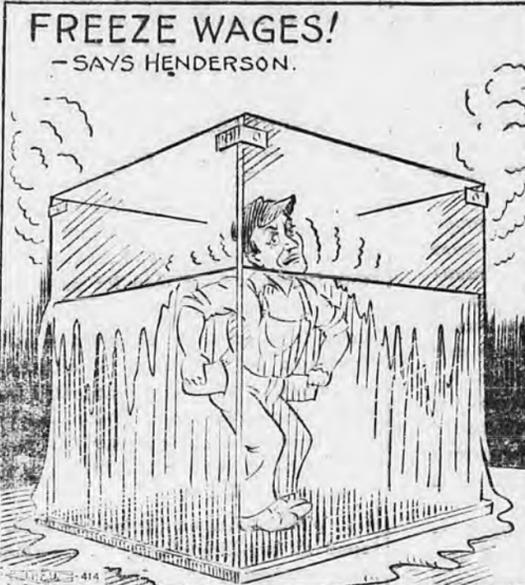
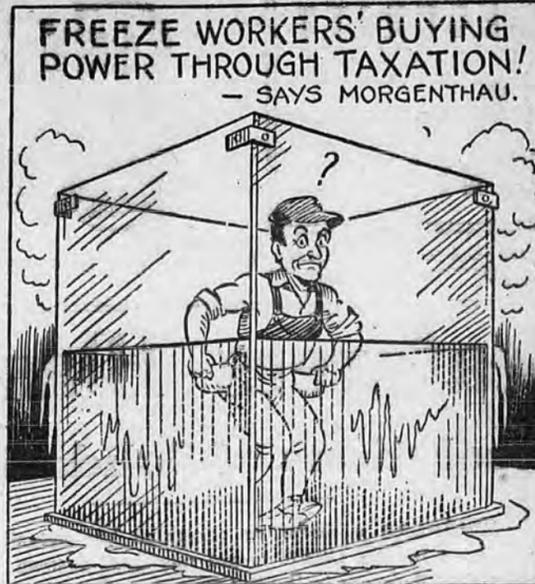
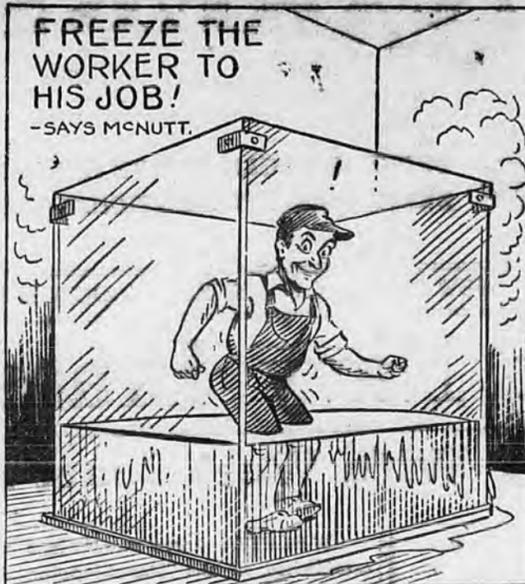
Washrooms, percolators, meat blocks and all the other problems on the liberty ships are now going to be taken care of. In some cases there will be a little delay due to priority transportation from factories for the material, etc., but the problems of these ships are now definitely going to be handled by the crew quarters' committee, and the changes required will be taken care of as fast as time and material can be had.

Radios:

The W.S.A. has ordered radios on all ships. The boys will now be able to get news when they are out at sea. This may take some time, as the transportation facilities from the factories to the ships will have to be ironed out.

Selective Service:

Quite a few of the local boards are inducting active seamen into the Army. Been working to get special deferments for active seamen and their representatives. Expect this to be O.K.'ed shortly. Until the Selective Service establishes a rule on seamen and their representatives, the W.S.A. has advised that all our men are to apply to the nearest W.S.A. officials and have them fill in form 42-A asking deferment for the men, as the W.S.A. is the employer of all Merchant Seamen and not the operators. Send copies of all instructions from any local board inducting seamen into the Army to Mr. Marshall Dimock after applying to the nearest W.S.A. official and send copy to me here so that I can follow up the case. In emergency cases wire in as soon as a man is notified by his local board. Mr. Marshall Dimock Recruiting and Manning Division War Shipping Administration Department of Commerce Bldg., Washington, D.C. It is important that copies be sent to me so that I can get to work on the case before the man is inducted.



AFL BRICKLAYERS DONATE TO SEAMEN AT MD. USS CENTER

BALTIMORE — The Bricklayers and Masons Union No. 1 of Maryland came through last week with the donation of \$25 worth of cigarettes for merchant seamen recuperating at the Bay Ridge rest camp.

The gift marked the first of a group of contributions that can be expected from AFL organizations, Frank Clark Ellis, President of the Building Trades Council announced.

Norwegian Sailors Sign New Agreement

NEW YORK—ITF—The Norse seamen have just signed a new contract with their government in exile and the shipowners in London, the New York office of the International Transport Workers' Federation is informed. The new agreement will go into effect on December 1, 1942.

In an interview at the I.T.F. offices, 21 Pearl Street, New York City, Mr. Einar Johansen, secretary of the Norwegian Seamen's Union in New York, said wages and working conditions aboard Norwegian vessels remain virtually the same as those now in force, but the new agreement provides for improved rest periods between voyages and extended vacations. The basic wage of a Norwegian A.B. is 256 Norwegian crowns per month plus 250 crowns war bonus, amounting altogether to 506 crowns or about \$120 a month. An ordinary seaman's wage amounts to 421 crowns or about \$95 per month. Overtime pay is 1.75 crowns, or about 40 cents, per hour.

Shaughnessy Blasts Paper For Bias Against Ship Workers

(Employer chiseling recently forced a strike among workers in the Alabama Shipbuilding Company's yard in Mobile. The kept press in Mobile immediately raised the cry of sabotage of the war effort. Brother Shaughnessy wrote the following letter in defense of the shipyard workers.—Editor).

Mr. R. B. Chandler, Editor
 Press Register
 Mobile, Alabama

Dear Sir:

In the recent strike at the Alabama Shipbuilding Company's yard, you and the Chamber of Commerce, were quick to mark the strikers as sabotaging the war effort, but not once did you even suggest that the primary cause of the stoppage of war production, was the city politicians taking advantage of an opportunity to profiteer.

The Chamber of Commerce, supposedly a civic organization, has never taken any steps to curtail inflation or rising costs of living and rent. They do not want to enforce the regulations of the O.P.A. because by so doing they will not be able to make such great profits. Almost every food and drug store in Mobile has in one or more ways violated the regulations of the O.P.A., but your scandal sheet and the Chamber of Commerce has done nothing and said nothing about it.

These civic groups are ready and willing to take advantage of the working class, and usually do, at every turn of the game. They are the ones that control the city and state politics. They will stop at nothing to have legislation enacted that will benefit them and them alone. They will use tactics to gain their ends that the working class would be jailed for using. They are in the minority, but through organization and control of the press they control a nation that is supposedly democratic and ruled by the majority.

In far too few cases the working class has organized to protect itself from the attacks of the employer class. In some cases it has been necessary for it to use its only weapon, strike. No man wants to strike, but when the employer sare so hungry for money that they begin to chisel men out of their rights, they are forcing the employees to strike. After the employers themselves agitate their employees so much that they do use their constitutional right to strike, then the Chamber of Commerce and other blue nose groups, scream loud and long, that labor organizations are holding up the war effort. The newspapers then blast the laboring classes all over the front page, print half truths, and only that part of the truth that will give the general public

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WHAT'S DOING

Around the Ports

NEW ORLEANS

Things in the Crescent City have changed quite a bit in regards to shipping. The word 'Ship' has been taken out of shipping which leaves us practically nothing. About the only shipping we have here are the new ships coming out, from 1 to 3 a week. And when we ship for 3 new ships that includes all the shipyards in the South. This shipyard here hasn't set any 10 or 15 days records yet, but they are sticking pretty close to a 10 or 15 week record. If the Maritime Commission hadn't closed the new Higgins yard where they were supposed to build ships on an assembly line basis we would have had plenty of shipping. A word of good advice to the men leaving the lakes, if you haven't a damn good stake, don't come down here to New Orleans to ship out.

We got a notice from the Coast Guard, that all seamen have to have a Coast Guard pass before they sign on. So Brothers don't forget to get them 'cause if you don't you'll have a damn hard time getting on the docks down here.

A word in regards to the draft boards. They are really clamping down on seamen, especially those working in the shipyards—so Brothers when you ship please notify the Union or the Draft Board, so they won't be spending the taxpayer's (which includes you and me) money having the F.B.I. looking all over the country for you. I've sent the draft board here a list of seamen lost at sea so they won't be sending the F.B.I. out looking for men that have gone down.

Brother Biggs and myself attended a meeting of the U.S.S. last week. There were representatives of the M.M.P., Wireless Operators (C.I.O. and A. F. of L.), W.S.A. representative and the N.M.U. There was quite a bit of discussion as to what size place was needed, where to have it located and various other issues. The most important was what the Seamen would have, whether it would be first class or just a fly-by-night, make-shift outfit. All representatives there were of the opinion that if we couldn't get the best we didn't want anything at all. And with that the meeting came to a close until sometime this week, when they are to elect various committee to function properly, and square things away to the satisfaction of all concerned. Will report on that as soon as it takes place.

C. J. (Buck) STEPHENS,
Agent

BOSTON

Recently 515 merchant seamen were repatriated to this country. The United Seamen's Service committee was on hand to greet these valiant seamen and provided a canteen through the U. S. Red Cross, also arranged to send telegrams, phone calls, and provided transportation to New York. I was asked to be a member of this com-

mittee while it was in Boston and I accepted.

On the whole the United Seamen's Service did a good job in caring for these men considering all the red tape that had to be cut.

Among the survivors was my old friend Frank Berry, former Providence S.I.U. Agent and aside from a lame leg looked none the worse for wear. Quite a few of the boys were still suffering from injuries received through immersion and shrapnel.

From various survivors I gathered that the boys had a tough time coming back and the powers that be could have made their journey a lot easier.

Two full crews for two new Liberty ships were dispatched from this hall within the last two weeks.

JOHN MOGAN, Agent

SAVANNAH

Shipping has been rather slow around this port lately with only 2 or 3 shipping out a week. I don't even see anyone around the hall anymore, they come in to register and maybe stop in for a minute during the day but the rest of the time you would think we had the measles.

Will have a new ship for the South Atlantic Mail Line to crew up around the 7th of November and any of the oldtimers from Savannah who want to come home for a while can ship out around that time as I will be looking for ABs, Oilers and Watertenders for this ship.

CHARLES WAID,
Agent

Shaughnessy Blasts Paper For Bias Against Ship Workers

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the opinion that labor organizations are in the same class with the German American Bund.

The war effort is more often held up, and more lives are lost because of profiteering and playing politics than by strikes. The war profiteer and crooked politician comes from the Chamber of Commerce.

The vast general public never becomes aware how much our victory effort is delayed by profiteering, because the class of people that engage in profiteering, control the so-called free press of this country. Which, puts them in a position to cover their own crooked deeds from the eyes of the public.

As Abraham Lincoln said "God must have loved common people, he made so many of of them." The working class outnumber the capitalist class, but the capitalist control the country. It is a case of minority rule and not majority rule.

Sincerely

J. K. SHAUGHNESSY
55 S. Conception St.
Mobile, Ala.

Seafarers' Log-

HONOR ROLL

CREW OF S. S. ALCOA MASTER	\$ 12.00
CREW OF S. S. ROBIN SHERWOOD	20.00
CREW OF S. S. ALCOA VOYAGER	3.00
CREW OF S. S. JOHN MARSHALL	12.00
CREW OF S. S. ALCOA CUTTER	8.82
CREW OF S. S. CALMAR	27.50
CREW OF S. S. ALCOA PIONEER	15.00
CREW OF S. S. THOMAS JEFFERSON	7.00
PHILLIP SWIFT	1.00
H. ROCK	5.00
J. MALFARA	1.00
J. FARQUHAR	5.00
K. GONSKA	2.00
CREW OF S. S. BENJ. HARRISON	11.50
TOTAL	\$130.32

PERSONALS

ADAM KARPOWICH:

Your sister is worried about you. Write her at South Main Street, Holden, Mass.

JOHN F. SHEA

Get in touch with your draft board in New Orleans.

STALON BUNYAN MIDGETT and THOMAS EARL YORK

Get in touch with your draft boards in New Orleans.

I. W. STYRON

The Internal Revenue Department is looking for you. It is located in the Custom House, New York City.

ERNEST CHANBERLAIN No. 20137

Your book has been found and returned to headquarters.

JAMES E. MITCHELL

Pick up your book at headquarters.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICAN ATLANTIC and 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

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PUERTO RICO.....	45 Ponce de Leon	Galveston 2-8043
GALVESTON.....	219 20th Street	

A.F.L. CONVENTION PAYS TRIBUTE TO S.I.U. MEN

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these duties for their country, and WHEREAS, The merchant seamen are fighting our fight as strongly as are the armed forces and are as vital to this effort as if they were on the direct firing line, and

WHEREAS, The federal government now owns and/or operates all the United States Merchant Marine vessels through the War Shipping Administration, therefore, be it,

RESOLVED, That the American Federation of Labor go on record to have introduced as soon as possible in Congress suitable legislation to the effect that any seaman who has made a voyage to sea on the United States Merchant vessel during this war, and whose character and loyalty warrant it, be given an honorary discharge from the United States Government after this war, and be it further

RESOLVED, That this discharge shall have the same recognition as the one given to persons serving in our armed forces, and be it further

RESOLVED, That copies of this resolution be sent to the President of the United States, to the Senators and Congressmen from the State of California, to Admiral Emory S. Land, Administrator of the War Shipping Administration, to the Secretary of the Navy and Secretary of War.

UNITED

WHEREAS, The American Merchant seamen, prior to the war and before the entry of our country into the war against the Axis, have continually sailed our merchant ships all over the world, carrying supplies, ammunition, food, etc., to our armed forces and to the armed forces of our Allies, and

WHEREAS, Hundreds of our merchant ships have been sunk by enemy submarines and blasted out of the waters by enemy dive-bombers, with the result that approximately 1,800 American merchant seamen have lost their lives and thousands of others have suffered physically and mentally through nerve-wracking attacks by enemy war craft, and by spending days, weeks, and even months in life-rafts and life-boats, and undergoing physical and mental tortures, and

WHEREAS, Recreational and convalescent facilities have been established by popular subscription for the armed forces, such as the Navy and Army boys, but there are no facilities established to take care of our merchant seamen who are considered in active war service, yet thousands of them have no place to go to regain their health

and heal their shattered nerves after experiencing enemy action at sea, and

WHEREAS, Recently a non-profit corporation was organized in Washington, D.C., by Admiral Emory S. Land, and Henry J. Kaiser was appointed Chairman, which is to be called the United Seamen's Service, Inc., specifically to raise \$5,000,000 to establish convalescent homes and recreational facilities for American and Allied merchant seamen, and

WHEREAS, President Roosevelt said as follows about the United Seamen's Service:

"In the newly organized United Seamen's Service, the people of our Country have an instrument through which we may discharge a small part of our debt to merchant seamen—the men who are vitalizing the vast tonnage we are producing to defend our way of life.

"The men of our merchant marine need facilities for rest and recreation, a chance to build up the strength and fortitude necessary for their hazardous journeys carrying the implements of war to our fighting forces. Through the United Seamen's Service, whose purposes and aims I heartily endorse, rest recreation and recuperation centers will be established for them. Friendly, human service will be ready for them ashore.

"The United Seamen's Service is an undertaking deserving the fullest support of the American people. It commands the thoughtful consideration all of us want to show to our merchant seamen. Sept. 11, 1942, Franklin D. Roosevelt," therefore, be it

RESOLVED, That the American Federation of Labor go on record as wholeheartedly endorsing this organization and this most humane project, and call upon all affiliated organizations and Organized Labor as a whole to endorse this project and to donate financially to it as much as they possibly can and as soon as possible, and be it further

RESOLVED, That all financial donations be made payable to United Seamen's Service, Inc., and forwarded to the Secretary-Treasurer of the United Seamen's Service at Washington, D. C.

Attention All Candidates

The Committee on Credentials mistakenly inserted discharges belonging to Louis Goffin in some other candidates envelope. Check your papers and see if Goffin's New Orleans discharges have been returned to you. If you find them, send them to the New York Branch office.

Brother In Officer Training Likes Log

New London, Conn.
Tuesday night

Editor, Seafarer's Log,
Seafarer's International Union
2 Stone Street
New York City

Dear Sir and Brother:

I received the bundle of Logs today and I will have to admit that they went like hot cakes. Maybe the next time you had better send more issues so that I will have have enough to go around.

But this letter is an occasion for me to eat a few words that I wrote to you a little while back, re how I would be sort of embarrassed by putting out the Log up here and etc. Frankly, after reading this week's issue I must say that I think I would have to look far and wide before I would be able to find a labor paper that gives the answers to current problems and questions as fully and as clearly as the Log did this week. I'm referring particularly to the story on the Navy Brass Hats attempting to take over.

I would like to see the stooge that would suggest that seamen wear uniforms after reading Brother Farquhar's answer to that Philadelphia rag. Also by a lucky coincident, Brother Farquhar's letter answered the phoney Navy business about protecting the seamen from the draft. (I wish the navy would make up its mind whether we are heroes or draft dodgers.) As a matter of fact, I think the shipowner should put out 'Fisco Jeans to members of the crew. I can't get them on this coast and I only have two pairs left. That's the uniform that sends the chills down the shipowners' backs . . . 'Frisco Jeans, a hickory shirt and a Union Button. That's the uniform we will stick to and we will salute the buck privates and seamen first class. And, just to keep the records clear and show how democratic we are, we will let the Brass Hats salute each other. Then if they want to we will let them pin medals on each other.

There is an interesting story circulating around here to the effect that this Cheny, Salt Water Hero No. 1 that the NMU is exploiting so flamboyantly, didn't belong to any union until after he became a hero. It's a rumor, so . . .

While we are on the subject, the leadership of the NMU must be on the verge of mental gymnastics after this last one about how "it is their opinion that no young man should be allowed to ship out until he has completed a period of training in a Gov't school" and etc. Boy, how that stuff stinks!

And did you know that a Third Mate should demand the respect of the forecastle bunch just as soon as he gets aboard the ship and after that the forecastle bunch will realize that a Third Mate is something to respect? Well, so I have been told up here in this Third Mate Factory. Anyhow, I have to close so that I can get my Third Mate's Ticket. If I don't close I can't study and if I don't study I can't make the grade and if I don't make the grade who's going to respect me . . . ?

1943 Atlantic & Gulf Candidates

Secretary-Treasurer JOHN HAWK No. 2212	Baltimore Joint Patrolman JOHN VECHIO No. 1616
New York Agent DON RONAN No. 1374 FRANK WILLIAMS No. 6161	Norfolk Agent MARTIN TRAINOR No. 50060
New York Deck Patrolman L. J. (Baldy) BOLLINGER No. G-300 LOUIS GOFFIN No. 4526	Savannah Agent CHARLES WAID 6-54
New York Engine Patrolman RAY SWEENEY G-20	Tampa Agent D. L. (Jack) PARKER G-160
New York Steward Patrolman CLAUDE FISHER No. 362 WILLIAM HAMILTON No. 3400 FERDINAND HART No. 488	Mobile Agent OLDEN BANKS G-1 CARL M. ROGERS G-2
Boston Agent JOHN MOGAN No. 216 VINCENT YAKOVONIS No. 1774	Mobile Joint Patrolman ROBERT A. MATTHEWS G-154 CHARLES E. TURNER G-15
Providence Agent JOSEPH LAPHAM No. 247	New Orleans Agent A. W. AMRSTRONG G-136
Philadelphia Agent HARRY J. COLLINS No. 496 EDWARD M. LYNCH No. 3693	New Orleans Joint Patrolman C. J. (Buck) STEPHENS G-76 TEDD R. TERRINGTON G-68 EDWARD (Jack) VOREL G-10
Baltimore Agent JOSEPH F. FLANAGAN No. 542 J. K. SHAUGHNESSEY G-118 D. D. STORY No. 3012	Galveston Agent E. R. WALLACE G-237
	San Juan Agent DANIEL BUTTS No. 190 THOMAS M. WILHELM

RESOLUTION TO APPEAR ON 1943 BALLOT

Whereas: At the present time the seamen of America are making more money than ever before in the history of the seamen;
Whereas: When the present war is over the seamen will again be engaged in a fight for existence with the shipowner who at the present time is filling his war chest in preparation for the coming struggle, and
Whereas: The history of the seamen's labor movement proves conclusively that after such an upheaval as at present is going on in the world, they are always throttled and browbeaten—as for instance 1921 and the Lake Carriers set up, and
Whereas: The 1934 and 36 and 37 strikes proved the need of ample funds when engaged in a major strike, therefore
BE IT RESOLVED: That the Constitution shall be amended by adding a section to Article No. 26, this section to be known as Section No. 8. A strike fund shall be maintained, the strike fund to be kept separate and apart from any or all other funds in the Union. An annual assessment of \$3 shall be levied for this fund.

Gulf Urges Passage Of Strike Resolution

by
A. W. Armstrong

An important resolution will appear on the ballot this year. It calls for the creation of an annual strike assessment of \$3. This fund, in my opinion, must be built up so we will be in a position to meet the shipowner offensive that will be launched against our union after the war is over.

A lot of the boys seem to take our present conditions for granted. Don't do it. If John Shipowner has his way, we will be returned to a fink pay and conditions—and the old timers know what that means.

It reminds me of a trip I made on the scow called the Western Queen. We were loaded down with work-aways for the round trip, all hands kissing the Mate's butt to get a steady job when she paid off in the States, with the result that when we got back they were all let go and another new crew of workaways were shipped for the next trip. I don't know how they made out but expect they got the same dose. I know that around this time, when the ships paid off, the A.B.'s pay was cut from the Shipping Board scale of \$62.50 to \$50.00 while the ship was loading on the coast. Then when you signed on foreign again it was raised to the scale. REMEMBER?

You lads that have come since, and don't remember, should take time out and listen to some of the boys that do. Shift ship at 6:00 A.M., noon and anytime between 5:00 P.M. and midnight, and Brother, if you wanted to stay aboard you were there to shift. You were also there to turn to at 8:00 A.M. and you didn't ask for overtime either.

To ship you either beat the docks or you sweated the fink-halls and after sweating long enough to put you where you figured it was about your time to ship, you would see some punk with a ten spot take your job—or some friend of a friend with a note from some

farmer, get the cream while you shipped on something that was diving bilges or some such thing. You didn't get overtime, just hell if you even looked as though you wanted it.

Brothers, if you don't expect to go back to the same sort of conditions with night work, prunes for desert, dried milk, and all such things, then now is the time to prepare to meet the shipowner when he tries to throw the chocks to you.

Vote YES on the strike assessment!

NAVY ANNOUNCES TWO SHIP SINKINGS

Sinking of two medium sized American merchantmen, part of a convoy bound for Russia, was announced by the Navy as Representative Carl Vinson, chairman of the House Naval Affairs Committee, stressed the nation's difficulties in "fighting a five-ocean war with a one-ocean Navy."

The destruction of the two ships by enemy air action in the North Atlantic early in July raised to 505 the count of announced neutral and Allied Nations merchant losses in the Western Atlantic and adjacent waters since Pearl Harbor.

Two seamen were killed in an attack on one ship by dive bombers. Survivors of an air and under-sea attack on the second ship said eleven of their shipmates—three of whom were known to be lost—were missing.

The raiding planes did not get away without loss, however, for the survivors of one vessel said their ship's guns brought down two of the enemy aircraft and disabled a third.

Both crews were picked up a short time after the attacks and landed at Russian ports before being brought to the United States.

Foreign Currency Rules For Seamen Are Explained

(Continued from Page 1)

\$200.00 and showed them the controllers statement on wages, etc., but they refused to give him the money back that they had seized.

I contacted Mr. R. S. Babcock, U.S. Treasury Dept., Foreign Funds control, and he stated that the Axis powers have seized from the occupied countries approximately \$300,000,000 in American currency, and the U. S. Government was trying to prevent the Axis from using this currency to buy supplies.

He also stated that in some United Nation countries it is unlawful for anyone to have U. S. currency, and they have an agreement with the U.S. Government to seize all U. S. currency. In these countries the crews will be paid off in the currency of that country, and not U. S. currency.

Thus if you buy or have any U. S. currency while in some of these European or South American Countries, it is subject to confiscation, as the axis powers are trying to sell this U. S. Currency on the Black Market in order to use the proceeds to buy strategic material in neutral countries, and to finance their sabotage and espionage throughout the world.

Mr. R. S. Babcock stated that Travelers checks are O.K., and will not be confiscated, and he stated that if any of our members have this same situation they should go to the nearest Federal Reserve

Besides what makes you think that I intend to sit here and write page after page just for your enjoyment?

Fraternally yours,
ARDATH "Whitey" HOWARD
No. 23004

Bank and get (FORM F.F.E. 1.) and fill it out. Give all information on where you received this money. Statement from Company as to wages earned, money spent, bank account, deposits, draws, and all information to try and prove that this money is rightfully yours, and not money that came from any black market.

The Treasury department is working up a system for seamen to fill out application on how much money they have on their person before their ship leaves the U.S., this to be rechecked when their vessel returns.

Contract Is Let for First Full Scale Seamobile

WASHINGTON, Oct. 22—E. R. Stettinius, Jr., Lend-Lease Administrator, announced today that the contract for the construction of the first full-scale Seamobile has been let by Cargoes, Inc., to United States Shipbuilding Corporation.

As stated in the sixth Lend-Lease report, Cargoes, Inc., is the instrumentality through which the Office of Lend-Lease Administration is carrying on the development of the Seamobile, or redesigned Sea Otter. The experimental Seamobile will be about the same size as the Sea Otter II. The most important change is that the propellers will be moved to the stern.

ATLANTIC & GULF SHIPPING FOR OCTOBER 12 TO 26 INCLUSIVE

	Deck	Engine	Steward	Total
SHIPPED	132	90	87	309
REGISTERED	174	206	140	520
ON BEACH	244	249	134	627

Figures do not include Port of New York for week of Oct. 19th.