

**SECURITY
IN
UNITY**

SEAFARERS LOG

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



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No. 23

Gulf Fishermen Make First Big Gains Under SIU Banner

WIN CLOSED SHOP AT HIGGINS

The Gulf District Towboatmen of the SIU have been designated as the exclusive bargaining agents for all licensed and unlicensed personnel, boat operators, deck hands, and all other ratings on floating equipment in the Higgins Ship Yards of New Orleans, Louisiana by the National Labor Relations Board.

We have been fighting to break into this yard for over a year as a lot of work is being done in this shipyard such as testing boats, operating towboats, rigging, etc., by members of other unions and quite a number of non-union men, but have always run up against a brick wall.

REINSTATEMENTS WON

After getting enough pledge cards signed to cover a majority of these men, the company made the mistake of firing some of the men who had joined the SIU for union activities and made such an entry on the men's file cards. We immediately filed an unfair labor practice charge against the company with the result that the men were placed back to work after a five week layoff. These men received pay for all the time they were out including Saturdays, Sundays and holidays. The NLRB also designated that the SIU towboatmen were exclusive bargaining agents and negotiations were started with the

Local Hearings Desired By New Shipping Panel

John B. Bryan, one of the two industry representatives of the newly created War Shipping Panel of the National War Labor Board, in a recent interview, stated that it is his understanding that cases in dispute may, upon request, be heard by the panel at the locale of the dispute.

In the case of such local hearings it is expected that the industry member nearest the location will sit on the panel together with the labor member from the craft affected.

The public member would be the chairman of the local hearing and if neither the chairman nor deputy chairman of the panel, both being public members, are available, a special public member would be appointed by the NWLB to serve as chairman of the local hearing.

The proposed new arrangement would greatly speed up the handling of disputes, particularly those arising at points distant from Washington, D. C.

Keep In Touch With Your Local Draft Board.

company immediately.

At the present time some progress has been made toward completing the agreement and we hope to iron out the remaining points at a meeting on September 3.

This new gain, along with 75 new towboats being delivered to different companies in the Gulf, should give the towboatmen a large increase in membership and a chance to expand throughout the entire Gulf area. At the

present time the SIU towboatmen are the only union members on the Industrial Canal. However, we still have several large companies operating on the Industrial Canal at below our scale.

The towboatmen have also been in negotiation with the Coyle Line and River Terminals Corporation for an increase in wages and the 8 hour day, but this case will probably end up before the Maritime Panel of the War Labor Board.

St. Petersburg Buyers Sign; 700 Continue Strike Against Remaining Florida Holdouts

By Matthew D. Biggs
(SIU Vice President)

In June of this year a group of fishermen in St. Petersburg, Fla., organized themselves into a union and immediately made application for a charter with the SIU. I was instructed at this time to proceed to St. Petersburg and set up a new district for the fishermen in the Gulf of Mexico.

At the first meeting held here over 200 fishermen attended and drew up a constitution and by-laws for what is now known as "The Gulf Coast District Fishermen's Union" affiliated with the SIU.

This was the beginning of an organization that has grown so fast in the past two months, it has almost been impossible to keep up with the new branches. During the first of July, the fish buyers on the west coast of Florida attempted to cut the price of fish 2c per pound overnight, but the organized fishermen tied up the boats and within 48 hours the strike had ended with the fishermen getting the prices they demanded. They learned by this action what organization could do for them and the other ports started sending in for someone from the SIU to attend meetings in their ports and set up branches. During the following three weeks, Steely White and I covered as much of this territory as we possibly could with the result that branches of this Gulf Coast District Fishermen's Union were set up at Tarpon Springs, Cedar Keys, Hudson, Cortez, Dunnellon, Crystal River and Homosassa, Florida.

STRIKE VOTE

The fish buyers along the Florida coast realized that this organization was spreading throughout the entire Gulf and started reducing prices below and above St. Petersburg where the headquarters have been established. The result of this was that the branches from Cedar Keys to Sarasota, Florida, cov-

(Continued on Page 4)

Same Old Story

"The Atlantic Gulf & West Indies Steamship Lines and subsidiary companies, reported a gross profit before taxes of \$2,910,894 for the six months ended June 30, as compared with \$1,204,059 for a comparable period last year."

—Journal of Commerce

Macauley 'Missed Convoy' Smear Of SIU Is Exposed

No one would deny that the War Shipping Administration, maritime labor's No. 1 enemy, is both tireless and resourceful in its campaign against the unions.

This week, however, one of the WSA labor busting projects exploded right in its face—and through no effort of the unions either. The New York office of the RMO gave direct lie to Captain Macauley's slanders against the SIU that our ship were missing convoys due to manning difficulties.

These Men Cash In On The Schoharie Overtime Beef

Two weeks ago we reported the victory of the union in the Schoharie beef. This historic victory turned back a WSA inspired offensive against the working rules of our contracts, and resulted in plenty of overtime money for deck and engine men who were forced to break watches in violation of the contract. These men can collect from the South Atlantic to the tune of 90 cents per hour.

	Hours of Overtime	Money Coming
RAFAEL T. SALAS (AB)	316	\$284.40
JAMES K. KANE (AB)	316	284.40
OGDEN FIELDS (Oiler)	316	284.40
ANGELO MEGLIO (Fireman)	316	284.40
THOMAS J. CLARK (Oiler)	395	355.50
JULIO FERNANDEZ (Watertender)	395	355.50
FRANCIS MASTERSON (Fireman)	395	355.50
EDWARD POUQUETTE (OS)	406	365.40
HENRI GAILLARD (AB)	485	436.50
JAMES W. ROONEY (AB)	500	450.00
CHARLES CONNORS (Oiler)	553	497.70
MERTON DELANEY (Watertender)	553	497.70
ALBERT BERNSTEIN (Fireman)	553	497.70
JOHN P. JASON (OS)	553	497.70
JOE MOHOWSKI (AB)	643	478.70
PHILIP McQUADE (AB)	658	592.20
TOTAL	8,154	\$7,338.60

*This amount to be split between two ordinaries on the 12 to 4 watch. Exact division not yet worked out.

**This amount to be split between Watertender that was paid off and the wiper that was promoted. Exact division not yet worked out.

(Continued on Page 4)

A few weeks ago we received a pre-emptory letter from Captain Macauley in which he charged that our ships were missing convoys, and demanded that we violate our own shipping customs by forcing men to sign deep sea articles the moment they took a newly commissioned ship out of the yard.

At that time the servile NMU accepted Macauley's proposal, but the SIU denounced it for what it was — union busting — and demanded that Macauley present proof that our ships were missing convoys. The proof, of course, was never presented.

This week a publicity release from the RMO office of Mr. Craig Vincent in New York, read, "Over the entire extent of the Atlantic Coast there has been but one ship delay in the American flag merchant fleet due to crew shortage or crew trouble in the past ten weeks . . ."

Where are all these SIU ships that are tied up because of crewing difficulties?

Who's lying—Vincent or Macauley?

Vincent's office is certainly in a position to know the facts, and we maintain that this time he has given them straight. Not that Vincent is any friend of labor; his double cross of Macauley flows from inter-department jealousies and desire to make it appear that his department is successfully shouldering the full responsibility for crewing the ships. In other

(Continued on Page 4)

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REPORT ON WASHINGTON

• BY MATTHEW DUSHANE •

Was notified that the AFL Post War Planning Committee has designated me on the sub-committee to study and report on racial discrimination and minority groups. This committee has not met yet so do not know what the score is. Will keep the membership advised in later reports.

WAR SHIPPING PANEL

All SIU and SUP cases are still being processed and no definite date has been set for hearings on these cases.

General Petroleum Corp and SUP-SIU companies have requested the WLB for a review of their cases on all recommendations by a regional board or the panel. The union or the employer are privileged to request for a review. After a hearing is held on a review, either party is again accorded the privilege to request a review before the full board here in Washington. After the full board makes a decision the case is settled.

SELECTIVE SERVICE

Advise all agents that are classified in any other than 2-B, or other deferable status, to immediately request for deferment now and not wait until they are reclassified in 1-A. Don't forget that nearly all local boards are now down to the bottom of the barrel and are reclassifying men in 1-A who formerly held other classifications. In the last bulletin that was issued by the War Manpower Commission to Selective Service on essential workers, the only ones classified as essential in the maritime industry are Masters, Licensed Deck Officers, Chief Engineers, and Licensed Engine room officers. All other classifications of maritime workers were left out. We are trying to have the old ratings reclassified again. Seems that some one in the WMC does not feel that unlicensed seamen are necessary or essential to the war effort.

MWEB

Notified that the advisory board's meeting was postponed as they did not have anything on the agenda. Contacted the secretary of the board. What happened to our proposals regarding the board reinstating the bonuses that were in effect prior to March 1st, and how about the seamen's 2nd war risk insurance policy? We were advised by the board that 60 days after that insurance went into effect, the unions and the operators were to meet and discuss changes in the policy. We have never met on this problem, still the board states that they had nothing on the agenda. It seems to me that the only part of any agreement that any government agency thinks is valid, is the no strike clause, other clauses or parts of agreements that a union may have to them are merely scraps of paper.

LEGISLATION

Continuation of the fight led by Andrew Furuseth for seamen's rights, and the action taken at the convention of the AFL.

1920

HR 9692, was submitted to the United States Shipping board for an opinion by the committee on

merchant marine and fisheries. Representatives of the vessel owners, seamen and the shipping board were appointed on a commission to inquire into the proposed changes, but the commission failed to agree. Notwithstanding this, and while the commission was still in session, the bill was presented to the House and passed. It is now before the Senate. The bill reduces the number of able seamen on a vessel from 65 to 40 per cent, and the training period from three years to nine months.

1921

A bill was introduced in the Senate to provide compensation for seamen and the dependents of seamen killed in the course of employment and to create a federal seamen's compensation fund. It provides that immediately after injury sustained by a seaman he shall receive all necessary medical and surgical aid and hospital supplies. In the event of a total disability he shall receive a weekly compensation equal to 66-2/3 per cent of his weekly earnings. If only temporarily disabled he shall receive a weekly compensation equal to 66-2/3 per cent of his loss in earning capacity. The weekly compensation for total disability shall not be more than \$25.00 nor less than \$10.00 unless the seamen's compensation shall be the full amount of his weekly earnings. No action was taken on the bill. Protested against any lowering of the number of skilled men, and increase in the hours of labor or any extension of the season in which passenger vessels are permitted to operate in a condition in which 50 per cent of the persons on board have no means of safety except life preservers, the utility of which were shown in the loss of the Empress of Ireland, in the St. Lawrence river in May, 1914, where, according to reports 1,027 persons drowned with life preservers on within less than three miles from shore and with assistance coming in less than two hours.

Indorsed Senate bill providing for investigation of the lockout of seamen by a combination of European and American shipowners aided by the U. S. Shipping Board. The AFL compliments the seamen upon their unchanged and undiminished patriotism, their self sacrifice to America's interest and their loyalty to the principles of human freedom. This declaration was made after

the seamen had reported that the U. S. Shipping Board has issued statements that it "WOULD NOT GIVE AGENTS OF THE UNIONS THE PRIVILEGES OF VISITING DOCKS OR SHIPS" and that "NO NEW AGREEMENT WOULD BE RATIFIED FOR LONGER THAN SIX MONTHS." The seamen declared they would refuse to agree to this policy, accepting prosecution and suffering instead.

1922

HR 6754, passed the House but met with opposition in the Senate. The bill seeks to amend sections 2, 13, 14, of the seamen's act. It provides that the life saving equipment on vessels during the summer months shall be reduced 25 per cent and that the number of able seamen provided for by the seamen's act shall be reduced from 65 per cent to 50 per cent. The bill also provides for twelve hour watches for firemen, watertenders, and oilers. Representative John I. Nolan, of California, made a fight on these provisions and succeeded in amending the bill so that employees in the occupations should work only eight hours, but they failed to prevent a reduction in the number of able seamen employed. The reduction in the life saving equipment and the provision that it is not necessary that able seamen be employed in manning the life boats and life rafts gave the bill the title of "DROWNING MADE EASY." The original bill provided that there should be a sufficient number of boats and rafts on each vessel to save only 25 per cent instead of 50 per cent of the passengers in case of fire or shipwreck. The seamen in entering objection to this feature of the bill declared that the shipowners now have the legal right to drown 50 per cent of the persons they carry but want the legal right to drown 75 per cent. This argument compelled the House to reject the proposed reduction to 25 per cent, and retain the 50 per cent law. Called upon the federal government to enforce all laws enacted to provide greater safety at sea.

I.T.F. GAINS NEW AFFILIATE

NEW YORK, N. Y.—Affiliation of the Gulf Coast Fishermen's Union, composed of commercial fishermen along the west coast of Florida, with the Seafarers' International Union of North America, an affiliate of the International Transport Workers' Federation, was announced by the American office of the ITF.

The fishermen's action in affiliating with the Seafarers' Union followed a recent tie-up of commercial fishing boats along the Florida west coast by members of the union in protest against the lowering of prices paid by wholesale dealers for the catch. Paul Crosser, president of the union, stated that government representatives were making effort to bring about an amicable settlement between the fishermen and the wholesalers.

Voice In Post War Planning Asked By Maritime Labor

Consultation of the seamen's movement on all matters of post war shipping and adequate labor representation in all international transportation and shipping conferences were emphatically demanded by J. H. Oldenbroek, acting general secretary of the International Transport Workers' Federation, in an address before the recent annual congress of the National Union of Seamen of Great Britain.

The congress, which demonstrated the strength of the British seafarers' movement, was similarly addressed by other international and British labor leaders and representatives of the British Government. Among the speakers was Frank Switzer, European representative of the American Railway Labor Executives' Association and liaison officer between the American and European transport labor movement, who reaffirmed American labor's interest in the future welfare of European labor. He stated amid applause that the American railway workers were prepared to render full financial and moral support to the reconstruction of the shattered trade union forces of Europe.

Mr. Oldenbroek also emphasized the vital task of free and

democratic labor everywhere in rebuilding the European trade union movement after the war. "Fortunately," he pointed out, "our plans are ready and we are getting the right support in making sure that the new labor movement of Europe will take its proper place in the reconstruction of the continent."

Speaking of the future of German trade unionism, the executive officer of the ITF observed: "What we are out to do is help Germany and German workers destroy the militarism and feudalism which they have never managed to destroy themselves. We have already told German workers that we won't judge them by Nazi deeds but by their own deeds."

Strikers Not "Idlers"

WASHINGTON — When the WMC declared idleness a "non-deferrable activity," there was no intention of including strikers, Lawrence A. Appley, WMC executive director, told a press conference.

"We meant only chronic idlers," he said.

KEEP CLEAR WITH YOUR DRAFT BOARD

By observing the following simple instructions you will continue to receive deferment from military service. Fail to observe these rules and you may wind up in the army.

WHEN SIGNING ON: Give the clerk or skipper all the information necessary to fill out RMO Card No. 47 (Green Card).

WHEN SIGNING OFF: See that Card No. 48-A is properly filled out by skipper or clerk.

Ship out before your allotted time ashore has expired. If you have not yet filled out the Green Card, contact your draft board and let them know that you are sailing.



- P. SPORNEHR
- W. JOHNSON
- M. TARTAGLIA
- J. D. HOOK
- J. STURDEWANT
- OSCAR RIVERA
- A. GUSMAN
- GEORGE SPRINGETT
- FRANK GREEN
- WILLIAM PITTS
- AUSTIN BROWN

WHAT'S DOING

Around the Ports

NEW YORK

The publicity department of the N.M.U. has scored again! Newspapers all over the country carry the story of "TWO THOUSAND FIVE HUNDRED SEAMEN PICKET THE N. Y. WORLD-TELEGRAM IN PROTEST AGAINST PEGLER ARTICLES."

Well and good, Pegler's a phony, but Curranites and Stalinists couldn't see their way clear to join the SIU-SUP picket line in that bonus fight. The present war bonus was won through a strike and picket lines but again the Moscow boys steered clear.

Where in the hell did the 2500 "seamen pickets" come from? Certainly not off the ships because the picket line parade took place during working hours. Certainly not off the beach because the records show that the NMU had to ship replacements from the WSA pool even while the picketers were picketing and

John Rogan was leading his flock of long haired boys and short haired gals into the Telegram building.

Don't fool yourself though! There were 2500 people on that picket line and all twenty-five hundred carried paid up books in the N.M.U. They are the same 2500 that pack the headquarters meeting when the commies have a special resolution to put over. They are the same 2500 that voted against participation in the legitimate picket lines during the fink hall fights, the bonus fights and the Alcoa strike. They are the same 2500 that expell any seaman militant enough to openly fight the commie pie-cards. Out of this 2500 came the Marchers-to-Washington, the picketers against British Imperialism, the gang who helped the League for Peace and Bureaucracy picket the White House.

You can find these 2500 shipless seamen any day you want to; at the commie rallies in Madison Square Garden, Manhattan Center, the Polo grounds, Union Square or anywhere. They are jingling collection cans, peddling Daily Workers, passing out leaflets and waving fantastic water color placards.

They take their summer vacations at Camp Unity and Nitgadaget and set the date for the revolution at the tables of Kavkas, the Village Vanguard, Cafe Society Downtown and a thousand other joints. They are the commie reserve force who are furriers, needle trades workers, cafeteria workers, plumbers, taxicab drivers, or members of any outfit they can sneak into for the glory of dear old "Pal Joey."

Sure, Westbrook Pegler is unfair to all labor. So is Mike Gold who conducts a column for the "Dirty Worker." So far as columnists go it's pretty hard to find any of them pro labor. But Pegler isn't being picketed because he is anti-labor. The NMU didn't picket Pegler when he insinuated that seamen were a bunch a bad actors. They didn't even picket him when he condoned lynchings in San Jose, California and heckled their patron, St. Eleanor. But when he called

Curran a commie and the NMU commie controlled, then the picket line was on.

We have no illusions. Pegler is against us and we are against him. Pegler is rich and naturally protects the interests of the bosses while we who are poor working stiffs protect our interests through the medium of our unions.

The sort of crap the NMU is putting out is nothing more or less than a cheap form of peanut politics and the damage it does to organized labor is great.

A picket line is an economic weapon, a weapon of dignity and courage. Our brothers have died on picket lines and our wages and conditions have been won on picket lines.

Labor itself is a thing of dignity and Union membership is a badge of honor. The antics of the NMU Commie stooges clearly show that the "four freedoms" are meaningless to the Communist bureaucracy at home and abroad.

We believe in the freedom of the press and all freedoms. We have fought Westbrook Pegler from the beginning and will continue to fight him, in the American way. Our weapons and our labor press, although puny when measured in pulp, are mighty in effect. For ourselves, we find it difficult to either read or believe the Moscow pre-fabricated columns of Mike Gold in the Daily Worker and Curran in the Pilot. At least Pegler's technique is better and his style more interesting, although in their own ways both he, Curran and Gold serve the same purpose, the destruction of the labor movement.

Sure racketeers have been found in the labor movement, but thank God not so many as the boss controlled press, the Communist Party and the National Association Manufacturers. We also take pride in the fact that we have a medium of ridicing ourselves of undesirables. The medium of open discussion, of referendum vote. The medium of Democracy, the American medium.

JOE VOLPIAN, Patrolman

NEW ORLEANS

First and foremost, for the last few weeks the entry from this corner has been missing, sad but true. The spirit didn't move or words to that effect. (No sir Baldy, not the bottled spirits, you know that always moves me.)

To catch up with the news of the world, in case you birds can't keep up with the papers, the war is now in the bag. For proof our Hamheaded friend is so sure that Uncle Sam doesn't need him that he broke out of his high pressure and took off. Greater love hath

no man then to sail during the midst of a war for his party.

Further and more so, I wonder if moose-jaw figured the check-off system which the rank and file demands (sic) would be too hard to talk the officials into. It (the booklet on the subject) states that this will give the patrolmen more time to settle beefs. My understanding is that all that is needed to settle beefs in the NMU was a red pencil to scratch out more than the mate did.

HE-HE-RO

The Convention ordered
The men obeyed
While the rank and file sat back
and wondered
Our he-he-ro sailed away.

To get to Russia was his aim
So as Bos'n he did ship,
To do or die out o'er the main
And prove his worth in Red
Stateship.

His column it was left flat,
His ghost writers on vacation,
The brains are not beneath his
hat,
Thank God crys a suffering
Nation.

He spoke his lines and played his
part,
Left home sweet home where
things are humming,
To Limey Land to get his start
Distributing The Yanks Are Not
Coming.

Shipping here in the garden spot of the world is very very slow. More men than the law calls for, quite a few west coast ships are keeping the deck moving. Steward and engine are slower than I am.

Why, oh why, do we have so much trouble lately with allotments? Companies that have been more then exact on this are now being late on these payments. It isn't a bit funny when a woman with a couple of kids depends on the money her husband is leaving her and the check is anywhere from one to three weeks late. I think about one good law suit on this would snap all hands out of it.

We have had a little trouble lately with the crews the NMU have been putting aboard these west coast ships. A lot of the boys don't like some of the men that are shipped and the result is that they pile off the scow and we have to dig up replacements. Personally I believe our troubles are now over, R. Davis of the Pacific Coast MFO&W is now in town to take care of the MFOW in the Gulf. To break him in we had the Utahan in with a transportation beef, we both made it and we told the boys to sit tight.

ARMY, Agent

Roosevelt Decrees Shackle Labor Unions

Reactionary elements moved rapidly last week to further shackle labor in the name of the war effort, but none moved more swiftly and decisively than President Roosevelt himself. By an executive order he established severe penalties for any worker who strikes in protest against any War Labor Board decision. The decree subjects the trade unions to some of the most sweeping restrictions in the country's history.

Here are the three principal effects of the order:

1. It imposes compulsory arbitration on the workers. They must abide by War Labor Board decisions. If they don't, the plant in which they work can be seized by the government, and all their rights and benefits under the union contract can be abrogated.
2. It re-establishes the hateful "blacklist"—this time administered by the government instead of the private employer.
3. It lays down the ultimatum "work or fight." Workers who protest boss provocations may have their draft deferments cancelled and be shoved into a uni-

form where they will be disciplined by labor-hating brass hats.

The Roosevelt decree was issued to strengthen the notorious Smith-Connally Act. This move came as a blow to those leaders of the labor movement who have generally looked upon the White House as friend and champion.

Typical of the bewilderment of the boys who put all their eggs in Roosevelt's basket, is the comment of Johnathan Stout, Washington correspondent for the **New Leader**, organ of the Social-Democrats, (Administration supporters from way back):

"But the President's Executive Order . . . shores up all the weak points (from the bosses' point of view) of the Connally Act and really makes it an efficient operating anti-labor instrument.

"That this should be done by the man who vetoed the Connally Act is what stunned Labor circles. When labor-baiters like Smith and Connally write anti-labor legislation, there is little occasion for gasps and surprises. But that a friend of labor should do so . . . !"

What labor now fully understands is that Roosevelt's original veto of the Smith-Connally Bill was but a meaningless gesture, and that he made no real efforts to have his veto sustained. Moreover, his recent moves to strengthen the act make it extremely unlikely that labor will be successful in its present drive to have the bill repealed at the next session of Congress.

In the meantime, Washington is moving full steam ahead to jail workers who resist the Smith-Connally union crusher. On Aug. 30 twenty-seven members of the United Mine Workers received six-month suspended prison sentences and three years probation from a Federal Court in Pittsburgh. These men were convicted because they struck for a living wage in the coal fields.

Intercoastal Shipping

Resumption of intercoastal shipping services — whether private or official operation—is being seriously considered by the War Shipping Administration and Maritime Commission.

Spurred to action by the Office of Defense Transportation it is expected that some move will be made shortly to place ships in the intercoastal trade for the purpose of relieving the transcontinental and Southwestern railroads from the strain imposed by the increasingly heavy traffic moving from east of the Mississippi to California ports.

Out of the Focs'l

by

J. I.

The decision against the South Atlantic Company for violation of present working agreements, and the payment of overtime for the crew of the S.S. SCHOHARIE involved, was good news for the members in our organization.

There were only a few members of the crew of the S.S. SCHOHARIE who raised the beef about the breaking of watches, and who brought the beef to Headquarters for the benefits of all the men involved. We always contend that if a ship's crew has three men who know the score, there will be less beefs for the Patrolmen to handle when the ship arrives in a home port. You'll meet brothers who beef aboard a ship about everything and when the ship returns home they're the first to pay off and that's the end of it. These are the men who carry a book and who tell you what militant men they are.

△ △ △

We were on our vacation for the past two weeks, visiting Baltimore and Norfolk, and finally winding up in up-State New York. We had dinner with Joe Flanagan. Attended a meeting while there, and had a few drinks with Paul Hall at Joe's Tavern. While there we met Peggy O'Shaughnessy for the first time.

In Norfolk we had a hard time finding the Branch Office, until we almost walked into the Portsmouth ferry. The boys are kept busy there, with all these new ships coming to their port. There is only one good restaurant in the town and its hard to get any drinks. The boys say they would appreciate if any of the fellows coming down from New York would bring some liquor along and they will gladly pay them for it.

ATLANTIC AND GULF SHIPPING FOR WEEK OF AUG. 16 TO 21 INCLUSIVE

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	294	260	200	754
REGISTERED	243	270	114	627

Big Gains Under SIU Banner

(Continued from Page 1)

ering 300 miles of the Florida coast, took a general strike vote of all commercial fishermen on August 12 and tied up the entire fishing fleet in this area on August 17. The Union immediately petitioned all buyers for a meeting to negotiate a contract with the SIU but only five of the buyers showed up at this meeting. They evidently had been sent there to get what information they could for the Florida Fish Exchange which is controlled by the buyers of the state and is one of the most anti-union outfits in the south.

Nothing was accomplished at this meeting and all buyers were notified by registered mail to attend another meeting three days later. At this meeting not a single buyer attended and we learned that this was the order of the Florida Fish Exchange.

During all this time the fishing fleet was tied up with a loss of fish estimated at 175,000 lbs. per day.

HOLCOMBE CONCILIATES

We immediately petitioned the Conciliation Service of the U.S. Department of Labor to send a conciliator into St. Petersburg and see what could be done toward forcing the buyers into a meeting. Commissioner Bryce P. Holcombe was assigned to the case and arrived in St. Petersburg on August 22. He immediately notified the buyers on the west coast of Florida that he was calling a meeting in the Suwannee Hotel that afternoon. This meeting was well attended but though some progress was made, nothing definite could be done until the buyers from the outlying localities showed up.

Another meeting was held on the 23rd of August with buyers from a majority of the ports out on strike and a committee from the SIU fishermen. At this meeting a tentative agreement was reached by the buyers present and the Union which gave the SIU fishermen the exclusive bargaining rights for all fishermen in that area. It also increased the price of fish to 8c. per pound which was the price demanded by the union and is to remain in effect until a master agreement can be signed with all the fish buyers on the Gulf Coast. This will be done just as soon as the other branches can set up and a meeting can be called in a centralized port.

A RECORD GAIN

This was the biggest gain ever made by Florida fishermen as they have always been cut to 3½c per pound every year when the large catches started coming in.

Eighteen buyers signed the agreement which was negotiated under the supervision of Commissioner Holcombe. A majority of the fishing boats around St. Petersburg started back fishing; however, two buyers in St. Petersburg and buyers in all the other branches have refused to sign this agreement with the result that over 700 fishermen are still out on strike. The only fishermen back to work are the ones who were fishing for the eighteen

buyers that recognized the union. Since that time the Florida Fish Exchange has fought us with everything they have including some of the highest paid lawyers in the State of Florida.

In one port they have control of the icehouse and to date the icehouse has refused to deliver ice to any fisherman who is a member of the union. We are demanding a federal investigation of the entire operations of the Florida Fish Exchange and also cases of discrimination against members of the union through ice houses and supply houses.

MORALE HIGH

The morale of the men is better than it has ever been before and with the financial assistance being given them by the SIU, we are certain that they will win this strike.

In the meantime we have analyzed the earning capacity of the net fishermen throughout the Gulf area and learn that the average weekly wage over a period

of twelve months is less than \$20.00. This is in comparison with a \$4,000.00 annual income for the Atlantic Fishermen's Union in Boston, Mass., and an even greater annual income on the Pacific coast for fishermen.

The OPA has been contacted in this case but for some unknown reason they are not interested in the production of fish in the Gulf of Mexico even though Secretary Ickes has asked for over seven billion pounds of fish this year and has already been told that it would be impossible for the fishermen to produce over three billion pounds.

At the present time there are over 400 fishing boats tied up and the Gulf Coast District Fishermen's Union has received letters and wires from ports all the way from Savannah, Ga., to Brownsville, Texas, asking that an organizer be sent in to set up their locals. We will get to these other ports as fast as possible, but in the meantime we must realize we have a tough fight on our hands which must be won first.

U. S. DEPARTMENT OF LABOR United States Conciliation Service

AGREEMENT

It is hereby mutually agreed between the Fish Buyers and Wholesalers of West Florida and the Gulf Coast District Fishermen's Union of the Seafarers International Union that the following terms shall prevail on a tentative basis pending the negotiation of a Master Agreement between the Fish Buyers and the Fishermen's Union as above named:

1. The undersigned Fish Buyers and Wholesalers do hereby recognize the above named Union as the exclusive bargaining agency covering all people who catch and deliver fish products to said Buyers and Wholesalers.

2. It is further agreed that the parties signatory hereto will upon due notice assemble and negotiate jointly with the aforesaid Union terms and conditions of the Master Fishermen's Agreement.

3. It is mutually agreed that the Buyers and Wholesalers shall pay the Fishermen eight cents (8c) per pound for round grouper and seven cents (7c) per pound for round mullet, pending the consummation of the Master Agreement. It is understood, however, that should fishermen be required to draw grouper, such drawn grouper shall be nine cents (9c) per pound, or one cent (1c) per pound for drawing.

4. It is agreed that should either party, the Buyers and Wholesalers, or the Fishermen's Union, have any dispute over the terms of this Memorandum of Agreement, the Director of the United States Conciliation Service shall be requested to assign a Commissioner to adjust any such differences.

5. It is further agreed that upon the signing of this Memorandum by Buyers and Wholesalers, the members of the Fishermen's Union shall return to work catching fish without further delay.

DONE this 24th day of August, 1943, at St. Petersburg, Florida.

Witnessed by:

BRYCE P. HOLCOMBE,
Commissioner of United
States Conciliation Service,
U. S. Department of Labor

M. D. BIGGS, Vice President
Seafarers International Union
PAUL COSSER, President
Gulf Coast District Fishermen's
Union

W. T. Pollock, Pollock Fish Co.

Harry H. Bell & Son, Per Harry H. Bell

O. L. Iler, Iler's Fish Co.

Robert W. Groth, Florida Wholesale Meat Co.

Dick Roberts, John's Pass

Rollins Fish Co., G. N. Rollins

J. E. Bishop, P. L. Rick, St. Petersburg Fish Co.

Robert Ernest, St. Petersburg, Fla.

Jake's Fish Market

W. E. Rousseau, Rousseau Fish Co.

Chas. Clymer, St. Petersburg, Fla.

Mann Fish Co., H. T. Mann.

Hibbs Sea Food, Walter M. Hibbs.

George S. Sermons, Tarmon Springs, Fla.

These Men Cash In On Schoharie Overtime

(Continued from Page 1)

This beef was won primarily because two members of the crew kept exact records of when watches were broken, and turned in the beef to the union with all the necessary information. If all ships' crews would keep a record of sea watches, dates and hours of work performed, our shoreside officials would be in a better position to drive through all legitimate overtime demands, and our contracts would be enforced 100%.

Give your union officials better cooperation and you will receive every cent that is due to you under our contracts.

New U.S. Ships Allocated British

WASHINGTON, D. C. — A wartime charter program, devised by President Roosevelt and Prime Minister Churchill for the purpose of bareboating American-built ships to Allied nations having excess seamen as compared with cargo vessels, was announced today by War Shipping Administrator Emory S. Land.

The charter implements an arrangement made by the President and Prime Minister Churchill shortly after Pearl Harbor under which Great Britain agreed to devote the bulk of her building power to war vessels and the United States would become the merchant shipbuilder for the war.

Basic Reasons Listed

The announcement included a copy of a letter addressed by Admiral Land to Senator Josiah W. Bailey, chairman of the Senate Commerce Committee, and Representative Schuyler Otis Bland, chairman of the House Committee on Merchant Marine and Fisheries, in which he described the program and said that the rapidly increasing United States fleet might shortly "stretch" the resources of the maritime training program.

Honor Roll

S. S. ROBIN SHERWOOD	
STEWART DEPT.	\$29.00
S. S. ROBIN GREY	26.00
J. TENNANT	18.00
S. S. TARALYON BROWN ..	16.50
S. S. BLENHEIM	14.00
S. S. SCHOHARIE	13.00
S. S. BAYO CHICO	12.00
S. S. PETER DONAHUE ..	11.00
S. S. ROBIN SHERWOOD ..	11.00
D. C. ROYALS	8.00
H. VAUGHN	8.00
TOTAL	\$166.50

Macauley's Smear Is Exposed

(Continued from Page 1)

words, Vincent's ambition is such that he will even sabotage Macauley's plans for labor if it means a build-up for himself.

And so for once, a carefully laid WSA trap has been sprung, only to catch a bureaucrat instead of a worker.

But we don't consider this any precedent. We have no doubt that the swivel chair artists will resolve their own jealousies in the greater interest of presenting a united front against the main enemy—the American seamen.

Personals

The following men have letters, telegrams and packages in the New York hall:

R. Martin Christensen, Earl A. McEwen, R. Dairs, W. E. Warren, Jr., H. Hamilton, M. A. Gonzalez, Floyd C. Nolan, C. W. Maddox, W. Shaw, C. Rehloff, R. Daniels, C. Hamley, W. J. Iruine, J. J. B. Oehm, A. G. Garth, J. R. Landron, C. H. Kath, W. Schiller, W. M. Jackson, L. Admirault, W. S. Zostak, J. F. Rodriguez, J. D. Hawkins, F. Francis, H. Graham, A. G. Hornsby, W. F. Ure, Charles Szakacs, Harry Thomas, Jimmie Shaw, K. Van Amberg, L. Garabedian, J. D. Fitzgerald, R. A. Novak, R. G. Narelle, R. Graham, T. Tallon, B. Morrow, A. Graft, R. M. Snow, R. M. Hill, T. L. Bowers, Jr., H. Lynch, F. Hurt, H. Genzalick, L. Berwick, E. M. Janke, R. C. Drain, T. Erlund, George Ruf, Fred England, Roland Rae, Neil Fitzgerald, John Ingold, Fred E. Phillip, Perry Klauber, James Corsa, C. O. Pairone, R. W. Gavigan, Lester Hoth, Harry Klieger.

The following men have checks in the New York Hall:

O. W. Barfield, Jr., Government Mail, Verle Travis.

MONEY DUE

Crew of S.S. Able Stearns can collect port bonus for Sydney. See Captain Respess, Bull Line, New York City.

J. Pantoja has money coming from the Bull Line for the last voyage of the Eleanor.

The following crew members of the S.S. Ironclad have bonus money coming from the Waterman Line: L. Hall, A. DeFelice, E. Bright, J. Lafaso, J. Narovas, G. Small, J. Naylor, J. McKenna, and E. Talbot.

INGEBRITSEN: You have 61 hours overtime coming from the Robin Line.

McLAUGHLIN: You have 8 hours overtime coming from the Robin Line.

Any members of crews of following vessels at time of attack, should collect \$125 attack bonus from companies: Benjamin Latrobe, Robin Gray, Panama City, Richard Henry Lee, John Davenport, Pan Gulf, Kofresi, John Sevens, Francis Marion.