

AGENTS CONFERENCE ACTS ON ORGANIZATION DRIVE!

Amendments

Eliminate Phoney Clauses From Unemployment Insurance Bill

REPORT ON THE UNEMPLOYMENT INSURANCE BILL FOR SEAMEN

By Harry Lundeborg

Brothers:

For the past week I have been busy contacting various people friendly to us in regard to getting support in re-drafting the Unemployment Insurance Bill for Seamen in order to get a bill which will conform to the policy laid down by the SUP-SIU to safeguard our Hiring Halls and conserve our freedom as a trade union.

The original bill in substance would establish Fink Halls, making our Union Halls government controlled, etc. (The NMU supported the bill in its original fink-hall form.)

I have had several meetings with the Railroad Retirement Board who, with the aid of the CIO commies, drew up the original bill. For days I have gone over the bill point by point with them and proved that the bill was phoney the way it stands and that if we didn't get it changed to protect the seamen we would kill it completely rather than sell out our Hiring Halls and freedom. . . . The bill, with the aid of your Secretary (Harry Lundeborg, Acting President, SIU) has been completely redrafted. The following has been accomplished for the benefit of our organization and the seamen as a whole:

Dangerous Clauses Eliminated

1. The part of the bill giving the Board the right to establish Fink Halls has been **COMPLETELY STRICKEN OUT!**
2. The part of the bill giving the Board the right to move into our Hiring Halls and supervise shipping has been **COMPLETELY STRICKEN OUT!**
3. The part of the bill giving the Board the right to prescribe a procedure of registration of unemployed seamen (lay down shipping rules) has been **COMPLETELY STRICKEN OUT OF THE BILL.**
4. The part of the bill setting up an Advisory Council consisting of one shipowner, one Union representative and one from the general public to find ways and means to eliminate unemployment for seamen by establishing training schools for "retraining" seamen, etc., has been **COMPLETELY WIPED OUT OF THE BILL.**
5. The part of the bill giving the board the right to appoint (stooges) has been stricken out.
6. The part of the bill giving the Board the right to enter into agreements with various employment offices, (Fink Halls, etc.) to exchange information has been stricken out.
7. The part of the bill giving the Board the right to make notations upon a seaman's papers has been stricken out and instead the only thing they can now put on your discharge is the time you apply for unemployment insurance.

New Changes in the Bill

In order to establish a procedure for administering unemployment insurance for seamen and to eliminate the phoney clauses of the bill, it was necessary to insert a clause which would safeguard the seamen as a whole and the SUP-SIU in particular.

1. We were successful in making the Board insert unemployment insurance for the Great Lakes and the Inland waters. *We were the only Union that fought for this. The CIO-NMU were fighting against these people getting unemployment insurance.*
2. The Board shall establish, maintain and operate Registration offices at such places as it may deem necessary for the efficient administration of the Act, for the purpose of accepting registration and applications for benefits.
Remarks: This means that the Board will have offices to take applications for unemployment benefits for seamen and nothing else!
3. Every person and organization engaged in the operation of facilities for the employment of employees as defined in this Act shall furnish to the Board such prescribed information and report on unemployment and placements as the Board may require to administer this Act.
Remarks: This means that we agree to furnish a list of the number (not the names) of men registered for shipping in
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Flash!

Wage Increases Won

An increase of \$10 per month and 10 cents per hour was won on the Range Lines when the company signed an addendum to their agreement with the SIU granting the higher wages and overtime rate. This is the first of the coastwise operators who have come thru with the raise, thus falling in line with the off-shore wage and overtime rate previously established.

After lengthy negotiations and under pressure of a strike vote by the membership, the Eastern S.S. Co., which had previously rejected all demands for any concessions, came thru with a proposal for a \$2.50 increase and important concessions in the working conditions of the ships. The proposal is now being submitted to the crews on the Eastern S.S. Co. ships for approval.

Negotiations are now in progress with other coastwise operators under agreement with the SIU for increases in the wage and overtime rate.

Engineer Assaults Oiler

William L. Gresinger, twenty-year-old oiler on the S.S. Texmar, was assaulted by John Thrush, the first assistant engineer, while the ship was docked in Brooklyn and was taken to the hospital where it was reported that he had suffered a possible skull fracture, fractured jaw, and wrist, and extreme swelling and injury to his arm.

The black gang delegate on the Texmar stated that while the ship was on the West Coast the first assistant had threatened to "get Brother Gresinger" before the trip was over, because he had insisted on the payment of overtime and other conditions in the agreement. When the ship docked in Brooklyn, Gresinger and other members of the crew were going ashore. As they passed the first assistant's room, he rushed out
(Continued on page 2)

Groundwork Laid for Further Progress At SIU Meeting

Proposals Adopted for Consolidation Of Atlantic and Gulf Districts; Organization Drive Launched

Meeting in a hard working four day conference (June 6-9) at Atlanta, Georgia, the Agents of the Atlantic and Gulf Districts of the Seafarers International Union succeeded in hammering out a program designed to extend the progressive expansion of the organization and to strengthen the internal structure in order to solidify the gains that have been made in the past period.

Communist Party Lays Down Line!

NMU Charlie McCarthies Out to Smash the SIU

We have just come into possession of a document that clearly exposes the ruling top-committee of the NMU as Charlie McCarthies for the union-wrecking line of the Communist Party. This document is entitled: "Branch Resolution" of the "New York Seamen's & Harbor Workers Branch, Communist Party of the United States." The resolution lays down the "Party Line" for the stooges in the leadership of the National Maritime Union, and we shall demonstrate how this "line" is carried into practice.

"Unity" — C.P. Style

Point 3 of the resolution under the somewhat ironic subtitle: "Unity of the Labor Movement," the following instructions are given:

3. "Assist in the organization of all unorganized into bonafide unions. **WHILE HELPING TO SMASH THE SIU, IWW, CTU, and (AND!) company unions as shipowners' tools within the labor movement.**"

Their Master's Voice!

Smash the SIU! That's the Communist Party program! Immediately, the top officialdom of the NMU declares that all ships under contract to the SIU are "unorganized" and "Charley McCarthy" Lawrenson, chairman of the so-called reorganization committee of the NMU, announces in the Pilot: "The SIU has got to be wiped off of this coast." When the Charlie McCarthies speak, they give the impression that the voice is theirs, but—the words are those of their master!

Purpose of Meeting

The conference was called together by Harry Lundeborg, Acting President of the Seafarers' International Union of North America, for "the purpose of coordinating the activity of the Atlantic and Gulf Districts and to formulate a program and policy to increase the effectiveness of the organization and to provide the means for the further expansion of our organization activity. Also to eliminate several sources of friction between the several districts."

Consolidating Districts

Every phase of the union's activity was thoroughly discussed, both as regards our strength and our weaknesses. The continued growth of the organization constantly raised new problems which pressed for solution. In other words, the SIU is experiencing what is commonly known as "growing pains." One of the main questions that arose was the necessity of consolidating the Atlantic and Gulf Districts into one unified whole and to eliminate some of the duplication of effort that now exists. A resolution was adopted calling for the amalgamation of both districts with the centralization of headquarters for the organization in Washington, D.C. which would also function as the legislative office of the SIU.

Changes Necessary

Such a change in the organization structure necessitated many alterations in the constitution which was originally drawn up on a district basis. These changes were made and will be submitted to the membership for ratification. Another question which had been the cause of some confusion in the past was that of different shipping rules prevailing in the Atlantic and Gulf districts. A completely revised set of shipping rules was drawn up, based upon those now
(Continued on page 3)

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**Seafarers' International Union
of North America**

Affiliated with the American Federation of Labor

HARRY LUNDEBERG, Acting President
110 Market Street, Room 402, San Francisco, Calif.

**Atlantic District
HEADQUARTERS**

New York (Phone: Bowling Green 9-3437)2 Stone Street
BRANCHES

Boston330 Atlantic Avenue
Providence465 So. Main Street
Philadelphia6 North 6th Street
Baltimore14 North Gay Street
Norfolk60 Commercial Place
San Juan, Puerto Rico8 Covadonga Street

**Gulf District
HEADQUARTERS**

New Orleans309 Chartres Street
BRANCHES

Savannah218 East Bay Street
Jacksonville136 Bay Street
Miami815 N. E. First Avenue
Tampa206 Franklin Street
Mobile55 So. Conception Street
Houston1712 - 75th Street
Texas City105 - 4th Street

**Great Lakes District
HEADQUARTERS**

Detroit1038 Third Street

ADDRESS ALL CORRESPONDENCE CONCERNING THIS
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P. O. Box 522, Church St. Annex, New York, N. Y.
Editor: Tom Kerry—Former Editor of "West Coast Firemen"

More About:

Unemployment Insurance

(Continued from Page 1)

our Hall and also agree to give them a list of how many men
we are shipping (not their names).

4. Any of the seven days beginning with the day after the mini-
mum period provided for in Section 3 (b) of this Act (14 days
on the beach), with respect to which the Board finds that he
failed, without good cause, to apply for or accept suitable work
offered individual registered at the employment facility at
which he is registered and accepted by an individual who
registered at such employment facility subsequent to the date
on which such employee registered: Provided that this dis-
qualification shall not be applicable to an employee until after
he has twice failed to apply for or accept work since his last
employment.

Remarks: This means if you are receiving unemployment bene-
fit you cannot turn down more than three jobs offered by
our Dispatcher if your card is old enough. If you turn down
three jobs offered by the Union you can't get any more unem-
ployment benefit.

With these drastic changes in the bill, I feel that we are pro-
tected against any attempt to break down our Hiring Hall, to estab-
lish our Union as a branch of a Bureaucratic Government Board,
to take away our choice of employment as free men.

C.P. Stooges Exposed

After having exposed the attempt of the Communist Party
stooges in the NMU together with certain Government intellectuals
and the Shipowners' Lobby to sell the American seamen down the
river in the biggest attempted sell-out yet, I am reasonably sure
that when this bill (as amended) again comes up for consideration,
the NMU-Shipowner combine will have lost and the SUP-SIU will
again have stopped the Comrats from selling out the American sea-
men.

Assistance Acknowledged

Active support and valuable assistance was given us here in this
fight by William Green, President of the American Federation of
Labor, and Richard Welch, Congressman from the Mission District
in San Francisco. Also the immediate response of all the S.I.U.
branches on the east coast to wire their protest to the Committee
helped in no small way.

Fraternally,

HARRY LUNDEBERG,
Secretary-Treasurer, Sailors Union of the Pacific
Acting President, Seafarers International Union

Honor Roll

S.S. PORTMAR	\$ 4.50	
S.S. COLABEE	11.00	
S.S. ROBIN GOODFELLOW	6.00	
S.S. EVELYN	2.45	\$23.95

Total \$23.95

CORRECTION: In the last issue of the Log we listed the
S.S. Del Mar as donating \$12.35 to the Log. It should
have read the same amount from the S.S. Del Sud in-
stead of Del Mar.

OUT OF THE MAILBAG

MORE ABOUT:

**Engineer
Assaults
Oiler**

(Continued from page 1)

with a club or wrench and began
beating Gresinger about the head,
inflicting severe injuries that nec-
essitated hospital treatment.

Challenges Union

When Scotty Thompson, union
representative, went aboard to
find out what the beef was about,
he was confronted by the first as-
sistant who challenged the union's
ability to do anything about it!
He further stated: "The union
can't do anything to me! I have
no use for unions anyway." This
latter statement was verified by
other officers on the Texmar who
stated that the first had finked in
every strike that involved the of-
ficers.

Engineer Arrested

Scotty Thompson accompanied
by the black gang delegate visited
the hospital to ascertain the extent
of the injuries sustained by
Brother Gresinger and then
proceeded to the precinct station
house to prefer charges against
the first assistant. He was re-
ferred to the Harbor police squad
who arrested the first on a
charge of felonious assault. The
case came up before the Magis-
trates Court on June 11th and
after hearing the testimony of
witnesses, Judge Jacobson of the
Magistrates Court remanded the
case for trial to a higher court.
The company's attorneys asked
that the case be dismissed but
on the basis of the evidence,
the request was denied and the
first assistant engineer was held
in \$500 bail pending trial in the
Special Sessions Court.

Will Press Charges

Adding insult to injury, the
company then tried to get the
Union to agree to permit the first
assistant to go back on board and
sail the ship. The answer to that
was NO SOAP! He then went
down to the ship under police
protection and removed his be-
longings. Next, the company
wanted to settle the case out of
court by getting Brother Gresinger
to drop the charges. In view
of the fact that the first assistant
had previously boasted that he
had put three men in the hospital
before, and because of his anx-
iety to protect his brother mem-
bers against future violence by
officers aboard ship, Brother Gre-
singer rejected the company pro-
posal to settle the case out of
court and will press charges
against the first assistant.

Getting to Be a Habit!

(We have just been informed
that a member of the Pacific
Coast Coast Marine Firemen was
recently assaulted by the first en-
gineer on the S.S. Kainalau, which
was operated by the Matson Na-
vigation Co. The first assistant on
this ship hit the MFOW man over
the head with a heavy screw
driver and split his scalp. The
New York branch of the MOFW
went on record to prosecute the
first assistant before the Inspec-
tors and in court. Looks like it's
getting to be a habit!)

JURY RETURNS

**Verdict of Guilty
In S.S. EWA Case**

Crew of Ewa Charged With "Endeavor To
Commit Mutiny" Are Victims Of
Curran War Hysteria!

Eleven members of the crew of the SS EWA received
sentences ranging from 30 days to 90 days, and five others
were placed on probation after a jury brought in a compro-
mise verdict of guilty on one charge in the indictment—"en-
deavor to commit mutiny"—with a "recommendation for
extreme clemency" and found the men not guilty on a second
charge of "conspiracy to commit a mutiny or revolt." In
other words, the men were apparently convicted as **indivi-
duals** endeavoring "to commit mutiny," and not as a **group**
entering into a "conspiracy to commit mutiny."

Meetings Called Conspiracy

It is well to keep this dis-
tinction in mind as the charge
of conspiracy was based upon
the fact that the crew mem-
bers held meetings aboard
ship, elected delegates as
spokesmen for the crew, and
had these delegates represent
them in dealing with the of-
ficers of the vessel. This is a
procedure that is embodied in
our agreements with the ship-
owners, but one that was im-
plicitly under attack as was
revealed by the testimony.
Captain Leithead, master of
the SS Ewa, who stated on
the witness stand that "men
(aboard ship) have no busi-
ness meeting in one body,"
and that "everytime they
meet together, they are con-
spiring (!) against the mas-
ter."

Disturbing Symptom

When Captain Leithead was
confronted with a copy of the
agreement between the SUP and
the Matson Navigation Co., own-
ers of the Ewa, which contained
a clause expressly granting re-
cognition to ships delegates elect-
ed by meetings of the crew, he
contended that "the agreement
was not binding" on him and that
he was **ONLY** bound by the ship's
articles. Fortunately, the verdict
was not guilty on the charge of
conspiracy; otherwise, a prece-
dent would have been established
which would have endangered the
right of ships' crews to meet to-
gether in a body, elect a delegate
to represent them, and to act in
an orderly and organized manner
in presenting their demands and
grievances. A fundamental right
which is embodied in all of our
agreements with the shipowners
and one which the American sea-
men have won after years of bit-
ter struggle. It is a disturbing
symptom that this right is now
being challenged.

Protective Laws Involved

The verdict in the Ewa case
may have far reaching signifi-
cance as it involves the applica-
tion of certain laws designed for
the protection of seamen. The
case grew out of the blunt refusal
of the master of the Ewa to give
the crew a draw on their wages
in the port of Colachel, India, in
conformance with Section 4530
of the Revised Statutes of the
U. S. In brief, this law requires
the captain to give the men, on
demand, a draw equal to one-half
of their accumulated wages. This
law was obviously designed for
the protection of the seamen.

Further, it gives the seamen the
right to consider the contract, or
articles, broken in the event that
this demand for a draw is not
met in accordance with the terms
set forth.

Articles Broken

When the skipper refused to
give the men a draw, they exer-
cised their right under the law, as
quoted above, declared the arti-
cles broken and demanded to be
paid off. The crew then proceeded
to communicate with the Amer-
ican Consul and requested his in-
tervention in the dispute. The
crew took the ship to Port Said,
where it was finally decided to
pay the crew off. Because the ar-
ticles had been broken by the
captain, the crew was entitled to
one month's extra compensation.
Their wages, with the extra
month's compensation, were de-
posited with the American Con-
sul at Port Said.

Delayed "Mutiny"

Much has been made of the fact
that the crew were placed in a de-
tention camp at Port Said, Egypt,
after they left the vessel. This
was done with the knowledge of
the crew who were informed of a
war-time Egyptian measure which
required all aliens to be com-
mitted to detention camps until
they were expatriated. The crew
apparently preferred the none too
pleasant surroundings of an
Egyptian detention camp, to sail-
ing the ship back to the United
States under the command of
Captain Leithead. This is under-
standable in view of the fact that
two members of the crew were
driven insane on the voyage, the
second mate and the deck dele-
gate, who is still confined in the
insane asylum at Cairo, Egypt.
The "incriminating" circumstance
of the crew's commitment to a de-
tention camp is exploded by the
fact that the U. S. Consul pro-
vided free transportation as pas-
sengers with all expenses paid
until their return. No one was
aware of any "mutiny" charges
until the crew got back to this
country.

Clue to Motive

A clue to the motive of the
skipper in refusing to give the
crew a draw, and refusing to give
them shore leave in Colachel—al-
though the ship was to stay there
for at least seven days—was re-
vealed in the testimony. Captain
Leithead had purchased 150 cases
of beer for the slop-chest at Ma-
nila. He testified that he paid
\$2.75 a case for the beer and sold
it to the crew for 15 cents a
bottle, which makes \$3.60 per
case of 24 bottles. **THE LAW
STATES THAT THE VESSEL**

(Continued on page 3)

What's Doing—

Around The Ports

BALTIMORE -- NEWS AND VIEWS!

BALTIMORE, Md., June 11.—Shipping continues fair to good out of the Port of Baltimore, with the beach list showing 227 members shipped during the past two weeks. Total beach list registration at the end of the past week numbered 180 in the three departments. Nineteen trip-card men were shipped out during the two-week period. Prospects for shipping continue good. Strangely enough, the closing of various ocean areas to American shipping by the Neutrality Act has had no great effect on the SIU-SUP membership, since most of the Lines affected by the Act have quickly found other services and routes mainly in the Coastal, Inter-coastal, and South American services.

Ship Transfers

The transfer of U. S. flag ships to foreign registry still continues with the latest victims being the MAKAWAO and MANA of the Matson Line; the SAN VINCENTE, the T. J. WILLIAMS, GEORGE G. HENRY, and JOHN WORTHINGTON of the Esso fleet; the old ADMIRAL WOOD, and several assorted yachts and barges. To offset these losses to the merchant marine we note that fifteen ships of the tied-up fleets are open for bids. Five of them: the BAYOU CHICO, CITY OF WEATHERFORD, GEORGE PIERCE, SALAAM, and YAPALAGA have already been earmarked for Waterman Steamship, and the ten others are lined up for reconditioning. The Maritime Commission has also invited bids on the BARREDO and MONROE, two old timers laid down in the James River.

Live Up to Agreements!

The Branch cracked down hard on the practice of some engineers in having members of the black gang do certain jobs they weren't supposed to be doing, forcing one company to pay more than 200 hours overtime on a ship that had been on a trip of less than a month. We may rest assured that after that salutary lesson, the companies will see to it that their engineers will read the agreements and live up to them. In the Stewards Department, Patrolman Vechio went to town on two of the Lines that had been short-changing their crews lately in the way of fresh milk. The matter was speedily adjusted with the quantity in one particular case being upped two gallons per day to seven gallons. Recent clarifications on the Bull, Cuban Distilling, Waterman, and South Atlantic S.S. agreements have been of considerable help in straightening out difficulties on the ships of these Lines, and the practice of the members in making themselves familiar with the terms of the various agreements saves the partolman a lot of time.

Baltimore Organization Progress

The news that our brother organization, the CTU (AFOFL Radio Operators) had finally broken down the resistance of the Socony Vacuum and Isthmian Lines and come away with signed agreements from both outfits came as a surprise to the waterfront. The CTU with 39 signed agreements under their belts is probably the smallest but strongest organization on the waterfront, and their signing up of Isthmian is a good indication that the Line has at least seen

the light and is willing to come to terms with the A. F. of L. organizations. Thanks to SIU-SUP efforts on the Baltimore waterfront, the port now rates 100 per cent Union with even the watchmen, janitors, stenographers, and office boys all organized into their respective unions. Cooperation between the various organizations is good, and outside of the decadent NMU whom no one pays any attention to any more, the whole waterfront is solidly A. F. of L.

Check on Citizenship

All members who have been unable to prove citizenship and who still have a question mark on their papers should take steps immediately to have the mark removed. Birth certificates or baptismal certificates are required to prove citizenship and once obtained, these certificates should be kept carefully in case of loss of seaman's papers. The removal of the Immigration Dept. from the Department of Labor to the jurisdiction of the FBI means a close check-up on all aliens, and although the Unions are doing their best to check the hysterical drive on some of their members, no one can foresee what is likely to happen in these troubled times; so to avoid the possibility of being yanked off some ship because of lack of citizenship proof, the matter should be attended to as soon as possible.

Conference Report Approved!

Brother Wm. McKay is back in port after a short trip on the Marymar. Patrolman Zimmer will finish up here this week, and we are sorry to see the brother leave. Ex-Patolman John Lui is somewhere in the Mediterranean on the Schoharie. Agent Elkins, recently returned from the Atlanta conference, explained the purpose and results of the conference to the membership at the last business meeting. There was much discussion on the various matters brought up at the Agents' meeting, but the reaction of the membership was highly favorable.

W. H. Elkins

JACKSONVILLE

June 4, 1940

The S.S. HELEN of the Bull Line came in yesterday, and it is getting to be the same old song where a member goes on a drunk and misses the ship at the last minute. This has happened twice on their last two trips. I wish that some of these brothers would come to their senses some time or another and think of their brother members who are holding down the beach eagerly looking for a job on a ship.

This kind of stuff isn't any good for any union and should be stopped immediately, or else we will be shipping out of the fink-halls again!

I sometimes wonder how many seamen had to shell out a five-dollar bill or have a letter from some Senator or big shot, so that he could get a job on some measly ship that wasn't even paying decent wages, had no conditions and fed you any kind of slop they wanted to. I remember those days and there are quite a few more of the seamen that do. This performing bunk can't last forever, not with the Maritime Commission and other such agencies who are in the field today to do one thing; and that is to smash the seamen's union movement as a

whole. Think this over seriously and give your union brothers a break!

Quite a few of the NMU members are getting disgusted with their set-up. It's about time that the majority of them get wise to themselves that they belong to an organization controlled by top committees and not by the rank and file. Every day, they come into the SIU hall here trying to join an organization that is run democratically for the seamen. The NMU is not making any headway in the port of Jacksonville and all this bunk about "reorganizing the unorganized" is not getting anywhere because the seamen on the East Coast have had experience with Curran's "reorganizers" and will not fall for this line of hokey again.

Shipped eight members during the week on various ships. There is still a shortage of A.B.'s in this port, with none registered on the shipping list at present.

June 10, 1940.

On my return to Jacksonville from the Agents' Conference, I found that several members had taken it upon themselves to get filled up with cheap wine and proceeded to come up to the hall to do a little performing. This sort of thing will not be tolerated very much longer. One of these members, Harold Bell, No. 270, started to disturb several members who were reading and minding their own business. The outcome of it all was that they threw him out of the hall before any real damage was done. This man will have to answer to the membership before he can ship out again.

Another man, by the name of R. W. England, an NMU man, who had been expelled from the AFLSU in the autumn of 1938, came into the hall while the Agent was out-of-town, and tried to ship on an SIU ship. The acting dispatcher happened to look into the deferred list and saw that he had been expelled and refused to ship him. He was asked why he had come into our hall to ship, and he made the statement that the NMU had instructed him to knowing that the agent was absent. So, brothers, you can see for yourself what steps the stooges will take to get aboard ships that have been organized by union men who have taken it upon themselves to get the best conditions available.

Shipped five members this week (June 10) to various ships. There are 12 members on the three shipping lists at present time.

Steady as she goes!

Fred Lauritano.

Attention!

JOHN K. GLASS

JAMES V. VENDETTI

Please communicate with the Ocean Dominion Line at once! 17 Battery Place, New York City. The company has \$200 bond posted and must establish the fact that you are in the United States before it will be returned.

Groundwork Laid At SIU Meeting

(Continued from Page 1)

In force in both districts, which will be submitted to the membership for ratification by referendum ballot. After the membership has acted on the shipping rules we will have a more or less uniform set of shipping rules for the entire Atlantic-Gulf District.

Organizing Drive

In the field of organization, the conference acted to provide the necessary organizers to carry out the elaborate organization program set down by the Agents' conference. Particular attention will be given to those lines which are now unorganized as well as to strengthening the lines under agreement with the SIU. These organizers will be assisted by a planned cooperation with the officials in all Atlantic and Gulf Ports who will work in conjunction with the organizers in the field.

Weekly Log

In order to assist in the organization work, it was decided to supplement the work of the field organizers by publishing the Log on a weekly basis just as soon as possible. Provision was made to provide the necessary funds for weekly publication. It was felt that the weekly publication of the Seafarers' Log was necessary to off-set the destructive, lying propaganda of our enemies as well as to provide the unorganized seamen with true pictures of the program and progressive character of the SIU policy.

Wage Increase

The question of securing an increase in the Coastwise lines now under contract to the SIU was discussed at great length. The conference requested Brother Hawk, Sec. Treas., Atlantic District, to enter into immediate negotiations with the operators in question looking toward the securing of the \$10 increase in wages and 10 cents per hour increase in overtime.

(Since the conference, the Range Lines signed an addendum to the existing agreement granting an increase of \$10 per month and 10 cents per hour overtime. Negotiations are still in progress with other companies).

The conference also went on record in support of any necessary action to complete the signing of an agreement with the Eastern S.S. Co. that will be acceptable to the membership.

Caution Advisable

One of the most important problems discussed at the conference was the current legislative assault upon the American seamen by certain pressure groups in Washington, D.C. These groups are attempting to take advantage of the condition created by the war situation in pressing for passage of various anti-union laws under the guise of "National Defense." Brother Lundberg reported to the conference on some of these measures on which he testified against on behalf of the SIU-SUP membership. He warned that any irresponsible action on the part of an individual member or crew, under present conditions, could be fatal for the entire organization.

Resolution Adopted

The conference adopted a resolution (printed elsewhere in this issue) outlining the necessary procedure on the question of taking action in an organized manner. Anyone violating this resolution will have to answer to the membership. The shipowners' lobby at Washington is only too anxious to take advantage of any phoney beef to raise a hue and cry for repressive legislation

MORE ABOUT:

SS EWA Case

(Continued from page 2)

SHALL OPERATE THE SLOP-CHEST AT NO MORE THAN 10 PER CENT GROSS PROFIT! The skipper of the Ewa, who was operating the slop-chest on his own account, was making over 30 per cent profit on his beer. Which is a very neat profit, IF HE SOLD ALL OF THE BEER HE HAD BOUGHT!

Beer Sales Fall

Between Manila and Colachel, the skipper sold ten cases of beer. Meanwhile, the crew had made up their minds not to buy any more of the skipper's beer and with visions of being stuck with 140 cases of beer, it is evident that if the crew were refused a draw and refused shore leave, they would be forced to stay aboard, and if they stayed aboard ship, they would be forced to buy the skipper's beer out of sheer desperation! Therefore, they were refused a draw and refused shore leave.

In supporting the charge of "endeavoring to commit mutiny" numerous incidents were cited of alleged insubordination on the part of the crew. Incidents, which in normal times, would have received scant consideration by any jury. However, with the prevailing war-time psychology, such incidents can be inflated out of all proportion to their actual significance. The main facts which stand out in bold and glaring contradiction to the charge are:

Main Facts!

1. The Captain refused the crew a draw that they were entitled to under law, thereby breaking the articles.
2. After declaring the articles broken, the crew immediately contacted the American Consul and requested his intervention, and demanded to be paid off.
3. Even after the articles had been broken, the black gang kept up steam, so that cargo could be worked, and the crew sailed the vessel from Colachel to Port Said.
4. In Port Said, the crew voluntarily left the ship after contacting the American Consul with whom the money was left to pay off the crew. Most peculiar actions for an alleged mutinous crew.

Jury Out Long Time

The jury was out for a considerable length of time before reaching a verdict. After they were out for seven hours, they returned and informed the court that they were unable to reach a verdict. Small wonder! However, they were sent back and finally arrived at the formula of returning a verdict of guilty on one count, dropped the second count and urged "extreme clemency" on the court. It was the general consensus of opinion among observers at the trial, that were it not for the present unsettled conditions, the case would have been thrown out of court, if it ever would have been pressed at all.

Caution Necessary

It is well to recognize the significance of the Ewa case and exercise the utmost caution against getting involved in beefs in ports where there are no union representatives available. During this period of emergency, all crews should avoid disputes in any out-ports and sail the ship to the nearest port where there is a union office and representative who can take up the beef in an organized manner.

against the union. It is the responsibility of every member to see that no such opportunity is given them.

ALIEN BILL

Lundeberg Testifies on Behalf
Of Foreign Born Seamen

A flood of legislative measures affecting the interests of the seamen have kept Harry Lundeberg, Acting President of Seafarers' International, in Washington, D. C., for an extended period of time. Certain selfish groups are attempting to take advantage of the current national emergency to further their particular group interest at the expense of the organized seamen. Under cover of supplementing the President's defense program, the powerful shipowners' lobby is moving to nullify many of the conditions gained by the seamen through legitimate union organization.

Testifies Before Committee

Brother Lundeberg appeared before the House Committee on Merchant Marine and Fisheries and on behalf of the membership of the SIU-SUP offered powerful arguments in opposition to the H.R. 9918, the bill which would eliminate foreign-born seamen from the American Merchant Marine.

He was the only one to appear on behalf of the seamen at the hearing. The CIO-NMU officialdom was conspicuous by its absence. Altho their "official" legislative representative was present at the hearing, neither he, nor any of the other stooges had the courage to take the stand on behalf of the membership they are supposed to represent. They get militant as all hell on the pages of the "Pilot" where they storm and thunder against the "reactionaries" but it's another question when they have to face these same reactionaries at a public hearing. Then they tuck their tails between their legs and slink into their holes.

Proposals Submitted

As a result of the hearing, Brother Lundeberg was requested, by Chairman Bland of the Committee, to submit some proposals for the safeguard of the foreign-born seamen. In compliance with this request the following proposals, which were printed in the Congressional Record and which Bland promised would receive the utmost consideration, were submitted:

Statement by Harry Lundeberg

Secretary-Treasurer of the Sailors Union of the Pacific and Acting President of the Seafarers' International Union of North America, affiliated with the American Federation of Labor.

Honorable S. O. Bland, Chairman,
House Committee on Merchant Marine and Fisheries,
Washington, D. C.

On behalf of 8,000 Seamen of the Pacific Coast and 12,000 Seamen on the Atlantic and Gulf Coast, I ask that the following statement be put in the Record as a Supplement to my statement before your Committee on Thursday, June 6, 1940:

In order to protect and avoid discrimination against the foreign-born seamen who are legally admitted to this country by the United States Government through the Immigration Bureau, and in order to protect and help those foreign-born seamen who have sailed in American ships for a number of years and who have proven to be loyal Americans and who helped man the American ships, when foreign seamen were needed to man American ships, but who through technicalities of the law cannot become American citizens, we wish to offer the following Amendments to H. R. 9918:

1. Legally admitted quota immigrants whose calling is that of seamen should be allowed to sail in American ships for a period of five years—the time it takes to become an American citizen after legal entry—(B) or as an alternative:

Leave the law as it now reads under the law passed June 25, 1936: That 75 percentum of the crew, excluding officers, shall be citizens of the United States, native-born or completely naturalized; unless the Secretary of Commerce shall, upon investigation, ascertain that qualified citizen seamen are not available, when under such conditions he may reduce the above percentum.

2. That alien-born seamen who for the past ten years or more have followed their calling as seamen in vessels of the United States and who are of good character and repute sworn to by reputable citizens and certified as such by the Bureau of Marine Inspection and Navigation, shall be allowed to pay their Head Tax and be allowed to continue sailing in American ships until they can obtain their citizenship papers.

We also ask the Committee to seriously take into consideration the effect this Bill will have on alien-born fishermen who are legally in this country but cannot become citizens due to the fact that they are Asiatics.

Shipping
News

The Maritime Commission has accepted the bid of the Waterman Steamship Corporation of \$596,000 for five vessels from the government's laid-up fleet, on the condition that Waterman will build four new ships. The five old freighters that Waterman is buying and their costs are: Bayou Chico, \$147,000; City of Weatherford, \$100,000; George Pierce, \$100,000; Salaam, \$96,000; Yapalga, \$153,000. All of these ships are now tied up at New Orleans. It is reported that they will be operated in the foreign service, but no definite run has yet been assigned.

Garment Union
Returns to AFL

NEW YORK, N. Y.—The International Ladies' Garment Workers Union, one of the largest labor organizations in the country, with a membership of 250,000, returned officially to the American Federation of Labor on June 6. Twenty-four hours earlier, by an overwhelming vote of 640 to 12, the union voted to reaffiliate immediately with the Federation.

BOOST TOTAL MEMBERSHIP

Return of the Ladies' Garment Workers to the A. F. of L. brings the dues paying membership of the Federation to more than 4,550,000—the highest recorded membership in history. The ILGWU was one of the original unions which joined in forming the Committee for Industrial Organization in 1935, but when it was decided to convert the Committee into a permanent organization,

FANTASTIC

Mystery Man Speaks
For Ghost Seamen

Unmasked Marvel Plays First Fiddle
In Shipowners' Chorus!

The most fantastic character was washed into the Nation's Capitol this past week, riding a wave of hysteria that threatens to engulf the organized seamen of the American Merchant Marine. This bird by the name of W. H. J. Reynolds has been appearing before various congressional committees passing himself off as a representative of the International Seamen's Union of America. On every bill affecting the seamen, our mystery man appears to testify on behalf of a non-existent membership of a non-existent organization!

Ghostly Membership

The International Seamen's Union went out of existence some two years ago when the Houston convention of the American Federation of Labor revoked its charter and granted jurisdiction under a new charter to the Seafarers' International Union of North America. There just isn't any International Seamen's Union aside from the fictitious existence it enjoys in the mind of W. H. J. Reynolds, with a membership that is composed entirely of mystery man Reynolds and the ghosts of the seamen he alleges to represent.

known as the Congress of Industrial Organizations, in 1938, the ILGWU withdrew. Since November of that year the Ladies' Garment Workers have maintained the status of an independent union.

The Unmasked Marvel

A clue to the identity of the unmasked marvel is contained in the nature of the testimony he offers on behalf of his ghost membership. No matter what the nature of the bill may be, Reynolds lifts his voice in one refrain: "Closed shop agreements and union control of the hiring hall are honey-combing the American Merchant Marine with a disloyal army of malcontents." On every bill that is presented he urges "that the bill be amended to include authority for the Secretary of Commerce to establish district offices for hiring seamen."

Pipe the Same Tune

Strangely enough, the shipowners' lobby at Washington pipes the same tune! Could it be that W. H. J. Reynolds actually represents a much more material body than the ghostly crew of the defunct International Seamen's Union? Brother Lundeberg, who has been in Washington for the past several weeks, reports that the place is swarming with labor-hating stooges of the shipowners, bent on taking advantage of the national emergency to seek the destruction of the seamen's organizations. All of their fire is concentrated on the union hiring hall which is the firmest pillar of union strength, the destruction of which would mean the collapse of the entire union structure in the maritime industry.

Playing the Angles

The shipowners aren't overlooking any angle. Mystery men and ghost seamen are supplemented by other means and other methods. The organized seamen seem to have been selected as a special target for repressive and restrictive legislative measures by the labor-hating fraternity. It is necessary to exercise the utmost self-discipline on the part of every member of the union and every union crew.

Union Discipline Essential

Irresponsible action by individuals create "incidents" which are seized upon, inflated, distorted, and utilized as a basis for legislation demanding the elimination of the hiring hall and the destruction of the union. In this period, our primary concern must be the interest of the organization AS A WHOLE. The Union can and MUST discipline its membership! Every member must take upon himself the responsibility to act, in the light of present conditions, in such a way as to safeguard the welfare of the Union and its membership as a whole. Unless we do, we will find ourselves "disciplined" out of existence by the "mystery men" and their masters.

RESOLUTION!

Adopted by Atlantic and Gulf District Agents Conference, June 6-9, Atlanta, Georgia.

WHEREAS: Certain conditions have arisen on account of the European war which have virtually placed this country on an emergency status, and

WHEREAS: Hostile shipowners in conjunction with various anti-union men on government bureaus are trying to destroy our unions, and

WHEREAS: Saboteurs may have crept into our ranks with the specific purpose of disrupting our organization, be it therefore

RESOLVED: That we go on record instituting the following measures in conformity with our constitution and for the benefit of the membership as a whole:

1. In ships and companies where our organization has an agreement, no direct action to tie up a ship shall be taken either by an individual crew, by an individual official of the union or by an individual branch before contacting district headquarters thru the secretary-treasurer.
2. The headquarters shall have the final say before a ship is tied up and they shall at all times be guided by the constitution, which in the final analysis, is the law of the membership as a whole.
3. No action shall be taken by the Atlantic District to tie up a ship with an agreement with the Gulf District and vice versa, until the respective districts where the ship belongs has been contacted, and be it finally

RESOLVED: That anyone that breaks these rules shall be made to answer to the membership.

Our testimony before your Honorable Committee on H.R. 8180, February 13, 1940, brings out in detailed facts what would happen to these people if this legislation is passed.

Very truly yours,
HARRY LUNDEBERG.

In Memoriam

CHARLES COFFEY

Died in Africa on the 28th day
of March 1940.