

CURRAN PLAYS SHIPOWNERS' GAME

NMU SHIPPING MEN FROM HOUSTON TO NEW ORLEANS

Shipowners and NMU Make Deal To Keep Men on Beach Off Ships

TURNING BASIN HUNGRY

Houston, Texas, Sept. 20—Hell's really been popping around the turning basin these days. The NMU has been shipping crews from here to New Orleans to man Lykes Bros. ships for the war zone, and every man shipped has to sign a ten dollar IOU for transportation. The boys are really hot under the collar about having to buy their jobs,—especially since there isn't any settlement on the war bonus question. The tie-up between Curran's crowd and the shipowners is clear, because Lykes Brothers either loaned or gave the NMU the money that was advanced to these fellows, and the IOU's have to be paid back after the first draw.

Basin Hungry

The basin is pretty, hungry these days, and the NMU has made a deal with the operators, whereby NMU members are not allowed to go aboard NMU ships unless they are members of the crew. On the SIU ships it is different, however, and NMU men come aboard each one when it arrives. The NMU and SIU men talk things over, and the NMU members are all impressed with the good conditions aboard the SIU ships.

Overtime is another thing that causes a lot of favorable sentiment towards the SIU. It is getting to a point where almost every penny's worth of NMU overtime is "disputed" by the company, and the NMU then refers it to New York for "arbitration,"—with the result that little, if any, of it is

ever collected. On the other hand, the SIU crews are drawing overtime promptly, and any dispute about it is settled right at the pay-off table. A. B.'s overtime on the SS SUWIED last trip amounted to sixty-five dollars per man, and was collected promptly.

Commy "United Front"

Work comes from New Orleans that the militant men, who are still left after the commissars' purge, are refusing to ship without a war bonus, and that the NMU has formed a "united front" with the crimps and the Seamen's Institute, and are issuing permit cards to every kid and stew-bum who can get any kind of a certificate. These guys are paying off the NMU pie-cards for the jobs, and are paying the five buck strike assessment and dues while they are on the job. If they have initiation fee, money, they are taken right into the NMU without any question. Whitewashing is the order of the day, and tanker strike finks are being taken in wholesale.

Bonus Question

The war bonus question is a sore spot. Curran's crowd tells the

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ATLANTIC DISTRICT NOMINATIONS WELL UNDERWAY

Nominations to Be Closed Oct. 2nd

NO CAMPAIGNING

New York, N. Y., Sept. 28.—Nominations for Atlantic District officers for the coming year are well under way, with October 2nd, set as the deadline for nominations. To date, numerous members have been nominated, and from the amount of names already listed we certainly should be able to pick thoroughly competent and sincere men to lead us for the coming year.

Close October 2nd

With the closing of nominations on October 2nd, a complete list of all nominees will be compiled, and will be posted on the bulletin boards of all Atlantic District Branches. The list will also be published in the "LOG." Members who have been nominated, and whose names appear on the "Nominations for Office" list must send in their personal letters of acceptance before midnight, October 15th. If the letters of acceptance

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Member Compares SIU With Decadent NMU

NMU Blamed for Success Of Gov't Fink Halls

MAJORITY RULES SIU

Seatrains New Orleans, Havana, Cuba. Sept. 13, 1939.

Editor: The "LOG"

Dear Editor:

I note with profound amusement the recent arrival, by mail, of a bundle of NMU PILOTS aboard this ship, during our last visit at the Port of New York.

Can it be possible that the NMU commissars are now so accustomed to the deliberate misstatement of facts and breach of the truth, that they have come to believe their own lies?? Certainly, current statements printed in the NMU Pilot, concerning the SIU are so twisted and contrary to the actual truth as to constitute no more than an insult to the SIU members. We are conscious of the fact that we have, as a true industrial union, more democracy than has existed in the NMU at any time. We defy the so-called National Maritime Union to equal the agreements which have been secured under the SIU on comparative ships, which were considered the most difficult, and which the NMU failed to organize. Members of the SIU ship out in much less time than members of the NMU, for the reason that

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MEMBERSHIP SOLD OUT FOR 25 PERCENT BONUS

Force Own Members to Work For Less Than Non-Union Bonus

COLLUSION INDICATED

New York, N. Y., Sept. 27—In order to get at the true story of the bonus question, we would like to relate the following facts.

When the question of the bonus first arose, the Maritime Commission, who were at first extremely reluctant to set any figure,—for fear of putting themselves out on a limb,—prowled with the shipowners, and succeeded in getting no place very fast. The first meeting ended up with a lot of buck passing,—with nothing definite accomplished. However, as a feeler, the Commission suggested a raise of 33 1/3% in the wages, to eventually be increased

as the freight rates rose. This suggestion met with little or no response from the shipowners, and apparently, Curran deliberately passed it by.

Another meeting was scheduled between the Commission, shipowners, and the Unions, but it never materialized. However, on September 18, NMU officials met with Taylor of the American Merchant Marine Institute, but still no successful conclusion was reached. On the following day, at the behest of NMU officials, the Maritime Labor Board was injected into the picture, and informed the shipowners that they would have to negotiate with the NMU.

Commission's Scale

On September 20 the Maritime Commission announced their provisions for pay for unlicensed personnel on ships sailing into the war zone, which were as follows:

1—An immediate increase of 25%, covering any period of internment, with transportation back to the U. S.

It will be noted that in provision for insurance was included in the Maritime Commission's program.

On the following day the NMU officials met again with the shipowners, and signed an agreement with the U.S. Lines, American Export Lines, Lykes Bros., and the American Seafaring Line, calling for a 25% increase in pay, \$150 for loss of gear, full payment while interned, and transportation back to the U.S. BUT NO PROVISION FOR WAR RISK INSURANCE.

Curran Sells Out

Under the terms of this phoney agreement, NMU members were again sold out by Curran, who went to bat and talked them into accepting it. In the meantime, the SIU crews of the St. John and the Acadia, who had been paid off for their refusal to sail these ships on a phoney retroactive promise, still refused to go for the measly twenty-five percent, and crews for these two vessels, which are under charter to the U. S. Lines, were shipped from the NMU hall. NMU officials, unable to get enough finks from their own hall, combed Harlem and the rest of

New York for men to man these ships, and eventually succeeded in sailing them,—loaded down with permit-card finks!

Technical Scabs

Following closely on the heels of the Maritime Commission's announcement, the Standard Oil Company agreed to a 50 per cent increase in wages, \$150 for loss of gear, transportation back to the U.S., and payment for loss of life, a sum of not less than \$2,000 or more than \$5,000. The Isthmian Lines agreed to a similar proposal.

THE NMU OFFICIALS HAVE NOW PLACED THEIR MEMBERSHIP IN THE EXTREMELY UNENVIABLE POSITION OF TECHNICALLY SCABBING ON NON-UNION MANNED SHIPS! THE STANDARD OIL AND ISTHMIAN SHIPS, MANNED BY NON-UNION CREWS, ARE BEING PAID TWICE THE BONUS AS THE CREWS OF NMU MANNED SHIPS, AND, ON TOP OF THAT, THEIR LIVES ARE INSURED.

THIS IS INDEED A SORRY STATE OF AFFAIRS, WHEN NON-UNION MEN ARE BEING PAID HIGHER WAGES THAN UNION MEN!

Selling Point

When Curran sold the twenty-five percent bonus to his membership, he used, as a selling point, the argument that if it was accepted, charges against the crew of the American Trader would be dropped by the shipowners. The truth of the matter is that the shipowners had nothing to do with the charges, and it had already been settled by the Department of Commerce in Washington that the charges would be dropped!

The NMU Pilot of September 22 boldly comes out, on page one with: "The National Maritime Union won its point yesterday when it secured a 25 per cent wage increase for crews making European or Mediterranean ports." What sublime gall! If the measly twenty-five percent was the figure at which the NMU officials were shooting, and, according to their official paper, it is,—then they were certainly shooting extremely

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MOBILE REFUTES PHONEY RUMORS STARTE BY NMU

No Seamen in Waterman Shore Gang: Condemned by SIU

NEW SCANDAL SHEET APPEARS

Mobile, Ala., Sept. 21—Hi! shipmates,—the regular correspondent for the port of Mobile is in Florida this week doing a little organizing for the Fishermen, and from the reports coming out of those parts he is doing a real job of it. The Fishermen have been shoved around so much by the phoney CIO organizers that they were a little leery at first, but now that they see that the SIU is a real democratic organization, they are forming a line every morning trying to get into the Union.

Phoney Rumor

According to the Pilot, the nation's number one funny paper, the Waterman SS Co., is keeping a large shore gang on the dock here in Mobile, all set to man their ships in the event of a strike. That, like most of the lies in that filthy rag, is just some more commie propaganda. There isn't one seaman in the shore gang, and not only that,—but

there aren't going to be any. The membership has gone on record condemning the shore gang, and any man working there will have his book taken away from him.

Dig Up Corpse

The NMU spent an awful lot of the hospital fund dough trying to turn the Waterman seamen into a commie organization, and the beating they got is still under their skin. In a late issue of the Pie-Card,—oops! pardon—Pilot, they dig up a corpse that has been buried for two years; to wit, the case of the SS Farland. As usual, the phonies handle the truth very

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Seafarers' International Union of North America

Affiliated with the American Federation of Labor

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ADDRESS ALL CORRESPONDENCE CONCERNING THIS
PUBLICATION TO:

"THE SEAFARERS' LOG"

P. O. Box 522, Church St. Annex, New York, N. Y.

A Reply To Admiral Land

In a Maritime Commission press release published in the Evening Sun in Baltimore September 13th, Admiral Land makes the statement that anyone asserting that the M.C. is out to break up unions is a fraud, whether it is a deliberate statement or an implication. Instead, the Admiral wishes to aid in stabilizing unions so that they may more effectively maintain discipline within its membership.

COMMISSION ANTI-UNION

Ever since the present Maritime Commission has been in existence it has maintained a policy definitely against the principles and policies upon which any union is based, and that is that its members shall obtain employment fairly without prejudice under a maximum of conditions. It has openly fought unions who sought to have men shipped from union halls, and has denied men the right to take action to better their conditions or seek to protect themselves in undesirable circumstances.

REGIMENTATION PROGRAM

To back up the above one has only to look back several weeks when the M.C. fought the S.U.P. and M.F.O.W. in their demands that all crews be hired from their respective halls. In the end, the unions won the fight, supported by the public. Seamen are banded together in an endeavor to raise their standards of remuneration and conditions just the same as the shipowners are organized to better themselves. The other day a number of seamen were discharged from the M.C.'s S/S Challenge for refusing to sign on under existing wages on a vessel bound to go through recognized war zones. These men had a perfectly legitimate cause in seeking additional compensation and the action of the M.C. in letting these men go for that reason clearly shows an attempt toward regimentation—an attitude of sign or else!

DUTY RECOGNIZED

We recognize that these days, due to the war in Europe, all live under some tension not knowing from day to day just when the U.S. will be dragged into another World conflagration, and we know when that time does come, seamen will be called upon to render their services toward a speedy and successful end of the fight, and we are willing to volunteer ourselves for such service. But until such an emergency does arise we emphatically maintain the right to have our principles respected by all, including the M.C.

The conditions under which the Merchant Marine operates are entirely different than those in the Navy, but the Maritime Commission, in all respect to them, fail to recognize that fact. They have continually allowed their policies to be permeated with Navy influence and psychology, so much so that both seamen and public are wondering whether the M.C. is being run by the Secretary of the Navy and the Admiralty Board instead of the Department of Commerce.

MOBILE RUMORS

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carelessly. Your correspondent was a member of the crew of the Fairland at the time in question, and can verify the statement that the ship was laid up for repairs. There were two of us,—both A.B.'s,—who didn't fall for the line of crap handed out by the phonies, and we are both damned glad we didn't.

New Scandal Sheet

A new scandal sheet has come to the fore here in Mobile. It is known as the "Mobile C.I.O. News,"—and look who is here, right on the front page too!—Comrat James Drury! That boy should make a good editor, or better yet, let's make him minister of propaganda. He can get a recommendation from any of the Union men who were around here in '35 and '36. We kicked him out of the organization for being a communist.

"Mobile C.I.O. News"—Boy!—that's rich! There is no CIO news in Mobile, but that won't discourage the union busting "Editorial Board,"—they will just pursue the usual lines of attack, and fill their rag with the old stock lies that they learned while at school in Moscow! (Wonder if they received their checks from Russia this week?)

Pilot Ads

Does anyone know how much the commies profited on the Pilot last year? They should be doing pretty well,—what with the sheet being covered with advertisements from the Seamen's Institute and other rat outfits! The phonies first condemn the Seamen's Institute, and then they solicit an advertisement from them. Come to think of it,—I haven't noticed any knocks against the "Dog House" since they have been contributing to the "Lie-Pot"! Wonder who is getting paid off?

Well, that will be all for this time. It gives me a bad taste to talk too much about a long-tailed rat organization like the NMU!

Fraternally,

J. K. Shaughnessy, No. 118-Gulf

NOMINATIONS

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are postmarked later than midnight, October 15th, they will not be honored.

Letters of Acceptance

Letters of acceptance from nominees must specifically state for which office they intend to run, as no member can accept a nomination for more than one office. Letters of acceptance are to be addressed to Matthew Dushane, Chairman, Seafarers' International Union, P. O. Box 522, Church Street Annex, New York, N. Y., and must be sent via registered mail. These letters must be accompanied with the necessary qualifications as per the Constitution, such as discharges, etc.

No Campaigning

Contrary to the policy laid down by the NMU Pilot, the columns of the "LOG" will not be open to any campaigning by nominees, as we do not believe that this is in line with the wishes of the membership. If a man is good, he doesn't need to tell you about it,—as you should already know it. Let their reputations speak for themselves. As a matter of fact, it might be an excellent idea to steer shy of any nominee campaigning for a job!

All nominees are cautioned not to forget to include their book numbers with their letters of acceptance.

SHIPOWNER'S GAME

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low, with little thought to the value of human lives!

Apparent Collusion

The whole thing stinks of collusion between the NMU top fraction, the shipowners, and the Maritime Commission. If Curran had really been sincere in wanting to secure a decent bonus for his membership, he would have insisted that the members refuse to accept the measly bonus offered by the shipowners. Instead of that, he actually sold them the shipowners proposition!

NMU officials are supposed to now be further negotiating on additional bonus and war risk insurance proposals with the shipowners, but, so far, nothing has come of it. The crews of the President Roosevelt and the Manhattan were talked into sailing their ships with only a retroactive promise, and they did so, with the assumption that what they would get would be something well worth while. Instead of that, they are now obliged to accept the twenty-five percent agreed to by their phoney officials, led by Curran and McKenzie.

No Cooperation

This bonus issue could not have been forced if the NMU officials had not been so anxious to sell out their membership, and had, instead insisted that the NMU membership refuse to sail the ships without ample insurance, and a bonus more commensurate with the risk involved. How could these ships have sailed without crews? Where could they get the men? ALL THAT WAS NEEDED WAS A COMPLETE UNITED FRONT, BUT THE NMU OFFICIALS REFUSED TO HOLD FAST, AND MAKE THE SHIPOWNERS COME ACROSS.

WHY DID THEY REFUSE? THE ANSWER IS OBVIOUS,—IT WAS JUST ANOTHER SELL-OUT ADDED TO THEIR ALREADY LONG LIST OF MISDEEDS!

SIU-NMU

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the SIU is a real Union,—not a grafter's paradise. What then has the National Maritime Union to offer?

NMU Responsible

The existence of Maritime Commission Shipping Halls and Training Ships on the East Coast, as a success, up to this time, is entirely due to the cooperation of the NMU officials. After the great strike of 1921, seamen, by accepting the facilities of a similar body known as the U. S. Shipping Board, finally ended up at the mercy of the shipowners, with half their present wages, miserable living quarters, and no pay for the excessive overtime worked.

After the strike of 1934 on the Pacific Coast, the Sailors' Union of the Pacific, in conjunction with other associated unions, succeeded in bringing the seamen back to a decent standard of living. The National Maritime Union, and the Maritime Commission have only partially duplicated such conditions, to the extent necessary to persuade their men to remain in line. WHEN WILL THESE MEN BECOME FED UP AND TIRED OF LIVING ON PROPAGANDA?

Commie Control

The Communist Party in control of the NMU, and certain other unions, have never failed to become active in organization and jurisdictional strikes or picket lines to promote their control of Labor Unions, for the purpose of advancing their pie-card ambition,—their political machine with attendant bureaucratic evils, and the draining of union treas-

Jacksonville Reports Shipping Very Slow

P&O Strikers Given Vote of Confidence

PICK-UP EXPECTED

Jacksonville, Fla., Sept. 21.—The membership in the port of Jax extend a vote of confidence to Miami and Tampa, for the militant stand they are taking against the P&O SS Co.

I say this:—Don't let the scandal mongers besiege you with a lot of baloney, and tell you that you fellows can't win that strike! There is no such thing as your not being able to win! The thing that is vital to all seamen is that you MUST win,—if it takes all winter to do it! And the only way you can win is with the help of all seamen through donations to your cause, because you cannot fight a winning fight on an empty stomach!

Jax Shipping Slow

There have been some of the boys up this way from Miami, thinking that Jax is a good port to ship from; but I regret to say that Jax is only a port of call, and shipping is lousy at the present time. The S.O. Co. of New Jersey will not register any seaman who has not previously been in their employ approximately six months, and at present, there are about 200 men registered there. It takes a member in Jax about six or eight weeks to ship out in any department, and that is the reason why the members in this port are reluctant to allow anyone to get ahead of them on the shipping list.

Expect Pick-Up Soon

If this was a good shipping port, I would be the one to insist that any member doing his bit on the picket line should at least have preference on the shipping list in any port.

Things are rather dead here at present, and most of the membership are leaving,—getting ready to get on a ship for the winter. Expect it to pick up soon,—when the fruit starts again.

Steady as she goes

F. Lauritano

lies to bankruptcy. Once in control, the commissars of the party have no time for workers demands. Members bold enough to strike for their bread and butter are promptly replaced by their communist dictators. Demands on the part of union members are answered by delay, excuse, excessive assessments and increased dues. Militant members who insist on action are promptly expelled.

Majority Control

The Seafarers' International Union cannot tolerate members of the Communist Party, or any other dual organization, who are merely rubber stamps for their leaders. The SIU wants, and desires members who are intelligent enough to function as a member of a democratic organization, who can make their own individual suggestions, with the satisfaction that the majority of the membership will adopt by vote those measures which are best for the common good.

The Seafarers' International Union has as its mission the fulfillment of conditions for seamen, which foundations were laid on the Pacific Coast through the maritime strike of 1934. Any labor union should be organized for one purpose,—which is the conditions of employment, and welfare of its members, and as such, has no time or energy for any other purpose.

Waldo Cripe, SIU Atlantic 112
Deck Delegate,
Seatrains New Orleans

LAME EXCUSES ADVANCED FOR BONUS SELL-OUT

Curran, -- "Constitution Conscious", Warns NMU Against Striking

COMMISSARS BUNDLE JOB

"Four-Bit-Joe's column in the September 22 Pilot is, if anything, more like 'passing the Apray' than it ever has been. In an effort to justify his motives for persuading the NMU membership to accept the lousy twenty-five percent war bonus offered by the shipowners, he practically starts out by admitting that 'The offer is ridiculous. . . .'. Personally, we still readily grant him that the offer was ridiculous, but we still can't see any justification for his actions in selling the NMU membership the idea of sailing the ships for so meagre a bonus.

Stalling May Prove Fatal

All that has been accomplished is that Curran and his mob have afforded the shipowners additional time in which to stall. If they let them stall around long enough, the Neutrality Act will have been re-written, and then there won't be any more American ships sailing to Europe! What will happen then? The shipowners will merely shrug their shoulders in assumed resignation, and say: "Well, we can't do anything now; the Government has forbidden us to carry cargo to Europe, and we are forced to lay our ships up;"

Warns Against Striking

Curran goes to a great deal of trouble pointing out to the membership of the NMU why a strike at this particular time would be disastrous, and drags out the bugaboo about the Commissioners issuing certificates as fast as the NMU members could tear theirs up. However, he fails to remind them that you can't sail ships with nothing but ordinary seamen, wipers and messmen. He then very piously declares that "we can't call a strike like this without a referendum vote." Since when has he become so conscience-stricken that he feels he must abide by the NMU constitution? There was no referendum vote taken on the tanker strike! In fact, the majority of the men sailing the tankers had nothing to say about it.

Present Bonus Too Small

Joe declares that it is his "honest opinion that it is 100% wrong to strike at this time." When has it ever been wrong to strike when you have a legitimate beef? That's a new one on us, and we're surprised that even Curran was dumb enough to make such a statement. He declares that there is no "clear-cut" issue, and that even though they have complained to the public, they didn't say that the compensation was too small, but merely that they hadn't been offered any extra remuneration whatsoever. Well, if the NMU didn't complain that a measly twenty-five percent bonus, without any insurance—was too small, the SIU did, and still does!

Curran knew, a week before it was announced, what the Maritime Commission's figure would be, but he withheld this information from his membership in order to make his grand stand play, and sell them out for twenty-five percent!

Would Not Sail Ships

Then he has the nerve to tell his membership that another reason to prevent them from striking is that Congress is in session. We don't know whether he thought that one up for himself, or someone else pulled it out of the bag for him; but wherever it came from, it certainly is a shining example of mis-applied logic. What the Hell connection is there between Congress meeting and the seamen going on a strike? Even

if Congress did enact special legislation and requisition American ships to repatriate citizens stranded in Europe, which is more far-fetched reasoning, the SIU still couldn't sail without the men to man them. **AND WE DON'T BELIEVE THAT THE MEN WOULD SAIL ANY SHIPS, REGARDLESS OF CURRAN'S CRACK ABOUT SOME OF THE "SUPER-MILLTANTS" BEING AMONG THE FIRST TO SNEAK BACK ON THE SHIPS!**

Will Commissars Force Issue?

Joe ends up his little bull-session by declaring boldly: "I say, accept the 25% offer and move the ships. If we don't get anything at the end of the 10-day period of negotiations . . . then we can tie up the ships again." **BUT WILL THE COMMISSARS ORDER A TIE UP OF THE SHIPS AGAIN? WE PREDICT THAT THEY WON'T UNLESS THEY ARE ABSOLUTELY FORCED TO DO SO!**

HOW MUCH LONGER ARE THE MEMBERS OF THE NMU GOING TO PUT UP WITH THESE SELL OUTS AT THE HANDS OF THE COMMISSARS?

ATTENTION -- ALL NMU MEMBERS!

Vile and vicious slanders are being made all around the waterfront against our dispatcher, Tony Lucio.

Don't get Tony wrong—he is just trying to get ahead.

Last week the SS Robin Adair came in with an SIU crew. These guys were so phoney that they refused to take the ship to British territory without a war bonus, increased wages, bigger crews, insurance, etc. They walked off!

Tony saw our opportunity, and shipped a crew for the Robin Line. Naturally, the jobs weren't called out in the hall—you no doubt understand the necessity for that.

A few of our boys got dumped by the phoney, but Tony didn't. Three Brooklyn cops protected him while he called Atwell for a few more good unionists.

When the ship sailed for South Africa, the good NMU men aboard gave the SIU phoney on the beach the merry ha, ha.

We feel that after reading this explanation, you will not pay any attention to the phoney within and without the NMU who keep calling Tony Lucio a scab-herder. They are all just bums, who are against a United Front for Peace and Democracy, too!

Everybody knows that if a fellow wants to get to the top, he has to model himself after a man already up there, and Tony has chosen for his model "Ferdinand the Fink."

Remember, brothers, go easy on Tony—he is just trying to get ahead.

Fraternally yours,

Sigheil Tovarich, Deck 4321
c/o Leonard Tir

Overtime Collected For Rosario Crew

New York, September 28—With all the squawking from certain quarters over the signing of the new agreement with the Bull Line, Patrolman "Scotty" Thompson reported today that on the SS Rosario the members collected plenty for overtime work performed.

On a sixteen day trip, the overtime for the Deck Department amounted to over 300 hours, Steward's Department—165 hours, and the Engine Department 105 hours. Only twenty-five hours of all this overtime was disputed, but that was also paid.

Could you collect that kind of overtime with a phoney agreement?

SIU Suggested As Seamen's One Union

New Orleans, La., Sept. 19—In the past couple of months I have met quite a number of seamen; some on ships; others just recently on the beach. Some of these fellows do not believe in CIO; others are against the AFL.

Some have commie ideas; others hate commies, even though they don't know what a commy is. But all these seamen I questioned agree on one thing: — **THEY WANT ONE UNION FOR SEAMEN!**

Wouldn't it be great if there were but one Seafarers' Union, and we could thin out the undesirables, and get fair working conditions, quarters, wages, etc., throughout America?

All of us want this! Why can't we have it?

Why not the youngest Seafarers' Union — which has proven its worthiness in just a few months?

See for yourselves what the Seafarers' International Union has done, and is doing. Visit any branch of the SIU of N.A. Tell them who you are, and that you want information. Ask for actual facts, which will prove our sincerity, and why we insist, though young and SUP copycats, that the Seafarers' International Union of N.A. is the only union in the field today.

So bring your ships over to the SIU, and get Union books of which you will forever be proud!

Don't just talk about this and that. Get the truth from the SIU of N.A.—then squawk for conditions which we are getting! If your union can't get you these conditions, why let them represent you?

WAKE UP! THINK FOR YOURSELF!

Fraternally,
Earl Ward, 25-Gulf

TURNING BASIN

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NMU crews to "leave it to Washington negotiations" and the decision of the Maritime Commission, and the shipowner's Merchant Marine Institute. The result is that, so far, nothing has been done, except the writing in of a "retroactive" clause on the articles that will mean only ten bucks, — if that happens to be the decision, — and nothing can be done about it.

That's all for now,—steady as she goes!

Robert Gurtov, D-152-Gulf

Complaint Corner

The following complaint was received in the mail, in an envelope post-marked Norfolk, accompanied by a note, reading: "If the shoe don't pinch print this." So, inasmuch as we have no tinge of guilt on our conscience, and the shoe doesn't pinch us even a little bit, we submit it herewith.

"When will men wake up? Where they've been asleep from the neck up.

"The biggest lawful racket in America is the union, that is a subject itself, but I am at this time referring to the Seamen's Union.

"Good brave men who make a living at sea, separated from their loved families for weeks and long months and who look forward to nothing but a letter they know awaits them in some port. Sometimes as in the case of tramp freighters they do not know the address other than the name of a port or a city, therefore their wives are instructed to mail letters to the union hall, and I'm speaking of important seaports.

"The thing that is unspeakably rotten is that these union agents in charge never fail to meet and board a ship when it comes in port, never fail to collect dues and try to stir up trouble (imaginary or otherwise) among the seamen — against their employers whom the fair-minded intelligent, average seaman feels a loyalty for having a job, but cannot and will not bring the boy's mail—even when, as in my case, was an air mail and special delivery, with a written request on the envelope, "Please deliver to ship." A mere common courtesy they should extend to their fellow members under the circumstances. In most cases the union hall is miles away from the ship and the men are on duty—sometimes cannot get away before the ship sails.

"Such characteristics as are evidenced among these men in union positions are un-American. Americans are world famous for their fair-minded tolerant easy-going kindheartedness, which unfortunately, makes them an easy mark for the bully type minorities which head the unions.

"So I reiterate—when will men wake up?"

A SEAMAN'S WIFE

THE GREAT (?) CURRAN

Great are the feats of Joe Curran,
Greater than those of Dave Grange,
Great, because of their odor,
Great, because of their range.

Who thought, when Joe was a bos'n,
When first he refused "coffee time",
That someday he would be chosen
As a stooge for the cheap commie line!

Great as a bluff and a faker,
Great on sell-outs also,
Great, yes, greater than Davey,
Great is "No-Coffee-Time-Joe"!

But his greatness is only cheap make-up,
As cheap as the commies who make it,
And the time approaches for the shake-up,
When those who made it will break it.

So Joe, pull in your horns, you bum, —
You're a stooge, by God, and you know it!
Your time as a big shot's about done, —
Your panicky gang all show it!

Take the sock you've salted away, Joe,
Take a powder away to the sticks,
For fakers all have to go, Joe, —
When they empty their bag of tricks!

Headquarters BRIEFS

New York, Sept. 28—Last Monday night's Atlantic District Headquarters meeting was well attended—about 350 members being present. All anxious, no doubt to nominate the men of their choice for some office or another.

It was announced that it would be the last opportunity to vote on the proposed Constitution, Shipping Rules, etc., and the balloting committee was kept pretty busy throughout the meeting.

Emergency Board Chairman Dushane stifled a current rumor to the effect that the "St. John" and "Acadia" would continue to be manned by NMU crews, by stating that when the U. S. lines are through with these ships the NMU crews will have to get off, and the SIU men who refused to sail them for the lousy twenty-five percent bonus will get their jobs back. He also stated that negotiations have been resumed with the Cuba Distilling Co., with the prospects for a few needed changes in the agreement excellent.

All patrolmen reported things quiet along the waterfront, with a few beefs satisfactorily handled. Third floor dispatcher Hart reported only 12 men shipped, and 22 registered. Dispatcher McHenry reported that 40 men had been shipped, and 40 registered, with a total of 189 men on the three shipping lists.

Under the heading of New Business, a \$100 donation to the P&O Strike Fund was unanimously carried, and also a \$10 donation to buy a funeral wreath for Brother Dave Danielson, who passed away last week. Another motion for which all hands voted unanimously in favor was the purchase of some new chairs for the Hall, so that all the members can be seated. The meeting also went on record in favor of a \$25 donation to the Andrew Furuseth Memorial fund, to be sent to the SUP.

Numerous nominations were made for Atlantic District Officers, and there should be plenty of good material already on the list of nominees.

Following the obligation of 36 members, the meeting adjourned at 10 P.M.

CURRAN COMPLAINS AGAINST A SUGGESTION NEW ORLEANS COURT ACTION

Past Actions of Commissars Proof Of Collusion With Shipowners

COMMIES SELL OUT WORKERS

Comrade Curran's "Passing the Apron" in the August 18th edition of the Pilot is extremely reminiscent of the attitude taken by the old phoney ISU officials when they saw the handwriting on the wall in 1936.

Following on the heels of the recent court decision in New Orleans, whereby the rightful NMU Gulf District officials were restored to office, Joe bitterly complains: "They can't do that!" Nevertheless, they are doing just exactly that, and the court has ordered the phoney commie stooges removed from office, and replaced by the men who were originally elected by the membership to represent them.

Justified Action

The staunch supporter of the "No Watertenders" move further declares that: "The trial was based on technicalities and every technicality was used against the NMU." We would hardly say that technicalities were used against the NMU, but rather that they were used, and very justly so, against the high-handed methods of the top flight commissars of the NMU.

"Jo-Jo, the Dog-faced Boy," then goes on to warn all hands to pay no dues to these officials, "as such will have no standing at Headquarters." This sounds very much like contempt of court, inasmuch as the court has ruled that the officials to whom Curran refers are the rightful representatives of the NMU in the Gulf District. If we remember rightly, the old ISU officials sent out notices to all ports to pay no dues to any of the officers who were elected by the old East Coast MFOU, and whose election was protested by the phonies. But the court ruled that they had been rightfully elected, and even in the face of an injunction, had them installed in each port as observers. But what eventually happened? The old ISU officials wound up behind the well-known eight-ball, while the others went ahead under the banner of the rank and file, which eventually grew into the NMU.

Convention Stooges

Had the NMU continued as a bona fide rank and file organization, they would not now be torn by internal strife; but they allowed themselves to fall into the clutches of the commissars,—with dire results!

Curran makes a great to-do over the fact that the officials who were ousted by the court's decision had been elected by the recent NMU convention—to which he refers as the "highest body of the NMU." As a matter of record and fact, there were very few actual rank and file delegates at that convention, and it was packed with hand-picked commissars and stooges. If that is the highest body of the NMU, we don't have much regard for it!

SIU Needs No Stooges

The "Bunk-Passer" then proclaims that Applewhite, Rinaldo, DeGress, and William Duffy are "no more or less than stooges of the A.F. of L-SIU," and have been working in cahoots with the shipowners. What supreme irony in that statement! The gall of Curran, or any of the other commies in accusing any one else of working in cahoots with the shipowners! WHO SOLD OUT THE TANKER MEN TO THE STANDARD OIL? The commies, and their stooges did it, and added another black mark to their long list of double-crosses! Furthermore, the SIU is not in need of any stooges, as its record for the comparatively short time it has been in existence speaks for it.

self, and gives ample reason for the NMU members to desert their commie-infested organization, and join a Union where democracy is a thing of fact, and not fancy!

Workers Sold Out

As we have said before, and we reiterate,—the commies do not have the interests of the working men at heart, but wish to use them only as a means to further their own ends. How did the commies come into power in Russia? Simply by insinuating themselves into the ranks of labor, getting into key positions, and dominating the working class. When that was accomplished, the workers were sold out, and such a thing as a bona fide labor organization is now non-existent in Russia! Given the opportunity, the same state of affairs will eventually exist here. Are American workers going to stand for that? The answer is an emphatic "NO!"

Commy Double-Cross

Now that the comrades have aligned themselves with the Nazis, in the recent so-called non-aggression pact, anything can be expected! Hitler and Stalin are now fellow travelers, which is just another example of the now well known communist double-cross.

If Curran and the commies were sincere in restoring the control of the NMU to the hands of the membership, they would certainly make a drastic change in their tactics, and adopt a truly democratic attitude. The so-called "stream-lined" constitution adopted by the NMU convention is an outstanding example of the insincerity of the NMU top faction. 'Nuf sed! Heil Curran!

PRAISE

SS Manuela,
San Juan, P.R.
Sept. 21, 1939.

Editor the "LOG":

Previous to becoming a member of the SIU of NA I was affiliated with the United Hatters of NA, and then the American Newspaper Guild; but, of the three, I must take off my hat to the SIU. Whenever there was any beef to be taken up by the two previous unions I had belonged to, at least a year or two went by before anything was done about it, and then it was too late. The Seafarers', on the other hand, wastes no time on long-winded, meaningless, speeches, but instead takes direct, decisive job action. For instance, witness the recent cleaning up of beefs on the Manuela in reference to a new bubbler, fans and insulation in the sailors' forecabin.

In conclusion, I wish to state that I have discovered that the Seafarers' is the Union of seamen, for the seamen, and run by seamen, and as such will remain for a long time.

Fraternally yours,
S. T. Nevola, 5170-Atl.

Membership,
Seafarers' International
Union of N.A.,
Atlantic District.
Dear Brothers:

We, the crew of the SS Angelina, members in good standing, feel that in the coming election if we change leadership that our Union will suffer greatly.

The hardest fight of our existence has not come yet. This coming year, we believe, will tell us whether we will be a strong Union able to benefit its membership, or just another union.

With the existing conditions and opposition we feel the only man to be our leader is our present one, namely Matthew Dushane. Let us draft him to the office of secretary-treasurer for the coming term.

We wish this letter to go on record.

We, the crew of the SS Angelina, do hereby demand that Matthew Dushane do be nominated for secretary-treasurer of the Atlantic District of the Seafarers' International Union of North America.

We are all members in good standing.

(Signed) T. Malone, No. 432; E. C. Gonzalez, No. 2863; B. Contreras, No. 2890; A. Alvarez, No. 4242; H. Callahan, No. 2027; A.

WANT SUP MEN TO REMAIN

Philadelphia, Pa.

The Seafarers' Log,
New York, N. Y.
Dead Editor:

Apparently we have doomed ourselves to certain and absolute chaos. Our reasons for the foregoing statement is that we are about to lose most of our best men... simply because they are members of our mother organization and have not transferred to the SIU. We think that a lot of the agents and patrolmen, who, we are sure, will be approved by the majority of the membership, should be given the right to accept nomination to any office. If this cannot be done, we suggest that a stronger method of drafting the aforementioned fellow members be used.

The convention failed to mention or do anything about the above plan, so why not have every meeting on the Coast and Gulf discuss the plan to the fullest extent?

If this is not done... it will not be long before a gang of the old ISU officials, some of which have even committed murder and near murder, by their own admission, and also by court findings, will be back and running our new and well started Union (SIU) into the hole.

(Signed) F. P. Warner, No. 80-G; M. Lynn, No. 80; J. Perry, No. 540; D. Ruggiano, No. 3690; H. Wilson, No. 2797; D. E. McKnight, No. 115; T. Slack, No. 146-G; K. Hatgisimies, No. 2834; W. A. Atwood, No. 3104; J. Flanagan, No. 542; W. Inoa, No. 79; S. Piner, No. 50003; P. Rydzewski, No. 5208; Bill Snead, No. 4568; A. Mathias, No. 43.

Notice:

Ships' Delegates: Demand that all replacements produce a properly filled out assignment card from the Dispatcher at the Union hall.

P&O DONATIONS

SS Angelina, Brooklyn, N. Y. Sept. 23, 1939.	Geo. Stark—SUP	\$1.00
	A. A. Miller—SUP	1.00
	F. Muncasay—SUP	1.00
	A. Olson—SUP30
	R. D. KickConnell—SUP ..	.50
	P. Balchunas50
	SS FLUOR SPAR	12.00
	SS TOPA TOPA	10.50
	Manuel Garcia	1.20
	J. B. Sharpe	1.50
	SS GATEWAY CITY ..	9.90
	SS ANTINOUS	14.50
	SS ANTINOUS	14.50
	SS LENA LUCKENBACH ..	6.40
	SS HASTINGS	5.00
	Ship Yard Union (Tampa) ..	1.01
	A. Kerr	1.37
	SS PAN ATLANTIC ..	31.01
	SS TOPA TOPA	21.50
	V. Bryant	1.00
	SS AFOUNDRIA	5.00
	N. Kastrup	1.00
	J. A. Kerron	1.00
	SS ROBT. E. LEE	
	Engine Dept.	10.50
	Deck Dept.	7.00
	SS CORNISH	8.45
	SS ANGELINA	20.00
	L. Sigler	1.00
	Le Fevra50

NOTICE!

If the membership are interested in seeing the LOG come out regularly, kindly send in contributions to its columns. News from outlying ports, with the exception of the Gulf District, is very scarce, and, after all, you can't print a newspaper without news! .. We, of course, reserve the right to edit all copy, and will print anything pertaining to the welfare of the Union at large.

If you are interested in having news of your port printed in the LOG, see to it that each branch has some one to act as a dependable correspondent.

- T A M P A -

Tampa, Fla., Sept. 19—Agent Gunnison came to this port from Miami in time for the meeting last night (Sept. 18), and gave the boys here a very encouraging talk. He also supplied us with some straight dope about the tough time the finks are having there in Miami. It seems they're a discouraged bunch of finks, and are beginning to see the error of their ways.

The finks are getting a slight set-back on the Florida and the Estrada Palmer, in the form of COMPANY OPPRESSION. The cook on the Estrada Palmer, who was always paid ninety dollars per month, was unpleasantly surprised when his pay check came in with only fifty! Another well-meaning fink was aroused when he didn't get milk. This poor innocent got up, and tried to make a howl about it, and was told to sit down and shut up by the other scabs in the messroom. We imagine these poor boys are scratching their heads, and doing some deep, dark thinking.

The boys in Tampa are still in good spirits, and the strike is still running smoothly, despite the fact that we have been out now for fifty-six days—an all time record for the Eastern Coast.

Richard Starrett, 259-Gulf
Chairman of Publicity

MAKES MOTION

To the SS Cassimir and rank and file SIU ships:

The Seafarers' Log is a very interesting paper, and if read thoroughly will take a very long time to read. I make this in the form of a motion: To throw all other papers from any place but our own Union and Unions affiliated with us, over the side, and bring up charges on anyone distributing any such papers.

This demands your full attention and consideration.

Fraternally,

Book No. 3431

STEAMSHIP LINES UNDER AGREEMENT WITH GREAT LAKES DISTRICT 1939

Name of Company	Number of Ships	Depts. Under Contract	Type of Trade	Port
BOB-LO*	2	D & E	Passenger	Detroit
ASHLEYASHLEY AND DUSTIN CO. (Put-In-Bay)	1	D & E	Passenger	Detroit
CHICAGO ROOSEVELT	1	D & E	Passenger	Chicago
CRYSTAL BEACH	1	D, E & S	Passenger	Buffalo
CHICAGO-MILWAUKEE (City of Grand Rapids)	1	D & E	Passenger	Chicago
CHICAGO, DULUTH & GEORGIAN BAY	3	D & E	Passenger	Chicago
CONSTRUCTION AG-GREGATES CO.	5	D, E & S	Sand	Chicago
CLEVELAND AND BUF-FALO TRANSIT CO.*	1	D & F	Passenger	Cleveland
DETROIT & CLEVELAND NAVIGATION CO.	9	D, E & S	Sand	Detroit
ECORSE TRANSIT CO.*	1	D, E & S	Freight & Autos	Detroit
ERIE STEAMSHIP	1			
ERIE SAND CO.	3	D, E & S	Sand	Erie, Pa.
GREAT LAKES DREDGE AND DOCK CO.	3	D, E & S	Sand	Chicago
KELLY-ISLAND	3			
MARINE TRANSIT CO.	2	D, E & S	Sand	Sandusky
NICHOLSON UNIVERSAL	6	D, E & S	Sand	Chicago
LAKE SAND CORPORATION	1	D, E & S	Auto & Freight	Detroit
PERE MARQUETTE RY. CO. (Lake Michigan)	6			
PERE MARQUETTE RY. CO. (Detroit & St. Clair River)	2	D, E & S	Pass. Carferry	Ludington
FINE RIDGE*	1	D, E & S	Garbage	Detroit
LATHAM B. SMITH				
SS CO.*	1	D, E & S	Sand	Detroit
TRI-STATES SS. CO.*	2	D, E & S	Sand	Detroit
WISCONSIN-MICHIGAN	2	D & E	Pass. & Freight	Milwaukee

*Lines signing agreements in 1939.

All others have been under agreement previously, but the 1939 contracts have a number of improvements over former contracts, especially in regard to overtime clauses, standby time and fitting and laying up scales.