

TANKER STRIKE A FLOP! SIU COMES OUT ON TOP

Members of SIU Gain Concessions
And Return to Jobs in Body

"WEST COAST SAILOR" PRAISES

It seems to us to be a rather auspicious time to point out a few pertinent facts regarding the SIU strike on the ESSCO ships, and the NMU tanker strike.

First and foremost is the fact that when we struck the Eastern ships, they were 100 percent tied up, and not one of them sailed during the entire strike. The NMU, on the other hand, could not tie up the struck tankers even close to 100 percent, and those that they did succeed in tying up eventually sailed anyhow. The ESSCO strike lasted about nine days; whereas, the tanker strike was of about two months duration. Now;—although we made no monetary gains in our strike, we nevertheless did get a few concessions in conditions. The NMU not only failed to gain a thing out of the tanker strike, but actually came out the loser all the way around. They don't even have an agreement anymore, and the men who walked off the tankers are without jobs! On the other hand the men who struck the Eastern ships went back to their jobs in a body.

STRIKE WELL ORGANIZED

Before the SIU tied up the ESSCO ships, it was believed that these ships could not be tied up. However, the SIU clearly demonstrated that it could be done, and regardless of the fact that the members in the steward's department on these vessels did not vote to strike, they nevertheless gave it their complete support. The strike in itself was well organized, and well conducted, and it was very educational to many of those who had never been involved in a strike previously. It also demonstrated that this organization has an abundance of militant members within its ranks.

Now,—the fact remains that we still have a contract with the ESSCO ships, still have the jobs, and a closed shop. The NMU, on the other hand, has no agreement, no jobs, and an OPEN SHOP! Even if we did not succeed in winning our demands for a raise in wages, we nevertheless gained something. While the NMU lost everything!

WEST COAST PRAISES

To quote the "West Coast Sailors":—"What impressed seamen was the disciplined manner in which the Seafarers' struck these ships, which had not been struck in 30 years, and the solidarity with which the men carried out their program. They walked out in a body and they returned to work in a body. Comparing this strike with that of the NMU against the oil company tankers, it is no wonder the East Coast was impressed and knows there is a difference in unions."

Yes, the SIU showed them that the Eastern ships can be tied up, and they went to town after they tied them up! They hit the picket line, and carried on the strike as it should be carried on! That the rank and file negotiating committee did not succeed in gaining all the points demanded can not be blamed upon them. They did their best, and exerted every effort, but they were practically up against a stone wall. The company officials remained adamant in their refusal to grant any wage increase in the face of the most violent demands of the committee. The boys did the best job they could, and they deserve all credit for their efforts.

BACK ON JOBS

In any event, the ships are running again, and,—what is more important,—THE MEN ARE BACK ON THE JOBS! They didn't have to sit around and wait an indefinite period of time to be reemployed, as the NMU tanker men are forced to do!

As is usual, following the signing of any new agreement, there are numerous discussions regarding interpretations, and the ESSCO agreement is no exception. However, these differences will soon be ironed out, and things will be running along smoothly again. And don't forget that the agreement expires in June next year, instead of in April! That, in itself, is an important point.

COMPENSATION BILL MUST BE DEFEATED

NMU MEMBERS TURN TO SEAFARERS

Baltimore Reports
Sharp Increase

Baltimore, Md., June 20 — Shipping continues moderately good out of Baltimore with the Dispatcher reporting 90 members shipped, 73 registered and a total registration of 194 at the end of the past week. The end of the tanker strike fizzle has produced no great changes in the general situation here except that the number of NMU men wanting to turn over to the SIU has increased sharply. Most of these men are being turned down, however, because of being unable to prove that they weren't flinching during the recent strike. NMU's efforts to get their members back on the Esso ships isn't getting anywhere; the finky Esso Tanker Men's Association made hay while the sun shone and are pretty strongly entrenched in that outfit now. With the Esso officers in a Company union, the whole fleet is now Company Union dominated, with the exception of the ARTA-CIO radio operators who showed their true colors by ignoring the NMU-CIO picket lines and sailed with scab crews. A highlight of the present situation is to see one of the scab-herders riding past the NMU Hall in a brand new car and hollering to the hundreds of NMU men on the sidewalk, "Thanks for the car, suckers."

SS Catherine

On the annual visit to drydock here of the SS Catherine from the inter-island run, the patrolmen did their best to make her but were met by a horde of watchmen and warned off. Everything was done to try and get the non-union crew but they wouldn't even come down to the dock to take their stores aboard while the patrolmen were there. The wage scale on the Catherine is ten dollars below the union rate.

Departures

The Branch regrets to report the deaths of Brother Walter Godlewski who fell overboard and was drowned while his vessel was in port here, and Brother Ted Hines who signed on for the long cruise after a short illness in the hospital. Both brothers were well-known and liked by their brother members in this port and their passing is felt with regret.

"Remember the Maine!"

A hurry up call to a local exterminator company was made here last week when the SS Maine, floating junk heap of the Robin Line, broke away from her moorings in a squall and crashed into the dock. The populace around Fort McHenry learned later that when the old Maine hit the dock, a regular army of rats, cockroaches, bedbugs and other vermin swarmed over

(Continued on page 2)

Seamen's Compensation Bill Passed to Comm. on Commerce

Would Take Away Rights Already
Belonging to Seamen

BILL MUST BE DEFEATED

A Bill, known as S.2477, was introduced in the Senate on May 24, 1939, was read twice, and referred to the Committee on Commerce. The Bill, as it stands, is one of the most vicious ever introduced, and will absolutely take from the seamen the right to sue for recovery for illness or injury. It denies him the right to trial by jury, and actually takes from him what he already possesses.

All seamen are, at present, entitled to maintenance and cure, and this bill would merely substitute what they term compensation, and limit the sea-

Longshoremen's Act

The present Longshoremen's and Harbor Workers Compensation Act is an example of the limits which will be placed upon the seamen if S.2477 is allowed to become law. For instance, regarding compensation for disability, the Longshoremen's Act reads as follows:

"Compensation for disability shall be paid to the employees as follows:

"(a) Permanent total disability: In case of total disability adjudged to be permanent 66⅔ per centum of the average weekly wages shall be paid to the employee during the continuance of such total disability. Loss of both hands, or both arms, or both feet, or both legs, or both eyes, or any two thereof shall, in the absence of conclusive proof to the contrary, constitute permanent total disability. In all other cases permanent total disability shall be determined in accordance with the facts.

"(b) Temporary total disability: In case of disability total in character but temporary in quality, 66⅔ per centum of the average weekly wages shall be paid to the employee during the continuance thereof.

"(c) Permanent partial disability: In case of disability partial in character but permanent in quality, the compensation shall be 66⅔ per centum of the average weekly wages, which shall be in addition to compensation for temporary total disability paid in accordance with subdivision (b) of this section, and shall be paid to the employee as follows:

"(1) Arm lost, two hundred and eighty weeks' compensation.

"(2) Leg lost, two hundred and forty-eight weeks' compensation.

"(3) Hand lost, two hundred and twelve weeks' compensation.

"(4) Foot lost, one hundred

and seventy-three weeks' compensation.

"(6) Thumb lost, fifty-one weeks' compensation.

"(7) First finger lost, twenty-eight weeks' compensation.

"(8) Great toe lost, twenty-six weeks' compensation.

"(9) Second finger lost, eighteen weeks' compensation.

"(10) Third finger lost, seventeen weeks' compensation.

"(11) Toe, other than great toe lost, eight weeks' compensation.

"(12) Fourth finger lost, seven weeks' compensation."

Compensation Limited

The foregoing is what the longshoremen are entitled to for injury, and it is certain that compensation for seamen will not exceed these amounts, and will probably be less. Furthermore, under the Longshoremen's Act (Section 14 (m)): "The total compensation payable under this act for injury or death shall in no event exceed the sum of \$7,500." In other words, regardless of how many dependents the injured or deceased has, the total compensation cannot possibly exceed a measly \$7,500—which is a damned cheap price to pay for a human life!

Who Is Behind Bill?

Senator Overton now proposes to pass similar legislation affecting the seamen, and to take away from him something that he already has! Just who asked this gentleman from Louisiana to sponsor this legislation, is somewhat of a question; but one thing is certain,—and that is that NO MARITIME LABOR UNION ASKED HIM TO DO IT! As a consequence, we have no other choice but to assume that the shipowners and insurance companies are behind the bill, as it is a well known fact that they have strong lobby representation in Washington.

Letter to Committee

In an effort to forestall the passage of this bill, a letter has been written to the Senate Committee

(Continued on page 2)

Published by the

Seafarers' International Union of North America

Affiliated with the American Federation of Labor

HARRY LUNDEBERG, Acting President
11 Steuart Street, San Francisco, Calif.

Atlantic District HEADQUARTERS

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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.

ATTENTION: MEMBERS OF THE S.I.U. OF N.A.

A RESOLUTION

WHEREAS: A certain group of individuals, commonly known as the "Old ISU phonies", headed by Grange, Gus Brown, Reynolds, Angle and others, are at the present time making strong efforts to start an independent move, under the banner of the International Seamen's Union, and

WHEREAS: All of these persons are known to be labor fakers of the first water, and have been discredited in the eyes of all seamen through their past actions, and

WHEREAS: These individuals are at the present time making attempts to get members of the Seafarers' International Union to sign pledge cards designating the International Seamen's Union as their representatives for the purpose of collective bargaining, and

WHEREAS: The said International Seamen's Union is officially on record as favoring shipping seamen through the Maritime Commission's Fink Halls, to which we are unalterably opposed, and

WHEREAS: The above mentioned persons are circulating vicious propaganda detrimental to the Seafarers' International Union, and have openly condemned its policies and principles; so therefore be it

Resolved: That the membership here assembled in regular joint meeting go on record as condemning this group heading the so-called International Seamen's Union as being a dual organization hostile to the Seafarers' International Union, and be it further

RESOLVED: That any member of the Seafarers' International Union who signs a pledge card designating the International Seamen's Union to represent him for the purpose of collective bargaining, or any member who aids and abets these efforts on the part of these phonies be automatically suspended from the Seafarers' International Union, upon the presentation of sufficient evidence, and be it finally

RESOLVED: That all other branches of the Seafarers' International Union be instructed to take action on this Resolution, and that it be given the widest possible publicity.

Signed: Anthony Arenella, No. 3284; Isadore Cohen, No. 194; Morris Chertov, No. 2184; John Gahling, No. 1195; Raymond A. Schults, No. 4584.

The above Resolution was introduced at the regular joint meeting at New York Headquarters, on June 12, and was UNANIMOUSLY CONCURRED IN.

COMPENSATION

(Continued from page 1)
on Commerce, protesting against it. The letter reads as follows:

June 13, 1939.

"Committee on Commerce,
United States Senate,
Washington, D. C.

"Gentlemen:

"The members of the Seafarers' International Union of North America, Atlantic District, wish to enter a strong protest against the passage of S. 2477, introduced by Mr. Overton, and referred to your Committee. We urge that this bill be killed in Committee, as there is nothing in it of benefit to seamen.

"As a matter of fact, this Bill will actually take away from the seamen something they already have. It will deny them the right to institute legal proceedings for recovery because of accident or injury, and instead of their cases being considered by an impartial jury, they will be entirely at the discretion of a single referee.

"Seamen are already entitled to maintenance and cure, and also have the right to sue for recovery because of loss of employment through sickness and injury. What then has this bill to offer them?

"Just who is behind this bill? It is certain that the maritime unions are not fostering it. It is also a well known fact that the shipowners and the insurance companies have very strong lobby representation. As a consequence, this seems to us as a move on the part of the shipowners to deprive the seamen of their just, and legal rights.

"We wish to go on record as demanding a public hearing on this bill, and request that you advise us as to the date of the hearing, so that we may have a representative of our organization present to protest against the passage of the bill."

The letter was signed by Matthew Dushane, Chairman of the Atlantic District Emergency Board.

Letters have also been written to William Green, President of the A.F. of L., and to Joseph A. Padway, General Counsel of the A.F. of L., urging that they do all in their power to bring about the defeat of this vicious measure.

The bill is printed in its entirety elsewhere in these pages.

Baltimore Highlights

(Continued from page 1)

the side and made for the drydock gate. However, the situation is well in hand again as once it was noted that the only damage done was that to the inoffensive dock; the insect multitude flocked back to their long-time home aboard her. If you should see one of the boys scratching himself and shouting, "Remember the Maine," don't take it for granted that he is an American-Spanish War veteran; he's probably just come off a Robin Line zoo.

Port Council Working

With every ship coming into this port closely guarded by watchmen, new organizing is getting to be a tough proposition here for both SIU and NMU. However, with the Port Council working with the new Watchmen's organization, the situation will be rectified shortly, that is, as far as the SIU is concerned. Despite the refusal of Jim Kelly local ILA agent to come into the Council, the organization is working smoothly and with the teamsters backing it up 100 percent, the ILA holdout is hardly noticed.

Baltimore, Md., June 13 — All goes well with the SUP in this port, with shipping fairly good. We note that the NMU are voting to go back to the tankers without an agreement or anything else. However, it is extremely doubtful if they will be able to get back, as we hear that the ESSO Tankermen's Association, a phoney independent set-up to take care of the finks who scabbed during the strike, is going great guns, and it looks like the last ships the NMU had are gone forever. Abe Lincoln said that "You can't fool all of the people all of the time," but if Abe were alive today he would have to change his mind about that when he thought about the membership of the NMU.

We wonder how long it will take the NMU membership to realize that they are being played for the biggest suckers that ever existed, by their officials. Especially after this tanker strike fizzle,

which must go down on the records as the phoniest fizzle that was ever pulled on the waterfront. Anyhow, even if the NMU have lost the tankers, they still have their old friends at the Maritime Commission, and maybe after learning how to sink during the tanker strike, they will get a little more used to hanging around the Government "fink" halls!

The Catherine has just come port from her semi-annual drydocking, and we find her non-union from top to bottom. The Company is barring all patrolmen from her vicinity, but we'll get her before she sails. Steady as she goes, boys.

Fraternally,

John Lui

Baltimore, Md., June 12—Shipping is fair out of this port, with 14 A.B.'s and 4 O.S.'s shipped during the week. Twelve SUP men registered, and we have one brother in the marine hospital. The SS Peter Kerr arrived here from Philadelphia and has gone to the Maryland Drydock for cleaning up. The company, who was failing to replace the men who quit in drydock, was straightened out, and now a replacement is made as soon as a man quits.

We note that Paddy Whalen, NMU Agent in this port, has bought a nice little speed boat with the excuse that he needs it to picket tankers that can't be reached from the shore. Paddy has, as usual, forgotten to get permission from his membership to buy such a boat, and register it under his name. It's about time the NMU boys were opening their eyes on their officials, or there won't be a cent left in the treasury.

Like in other ports, the NMU is trying to blame their dumbness and phoney sell-out in the tanker strike, one someone else. They've tried to pass the buck to the SIU and the IWW, but the NMU membership couldn't swallow it, so now Whalen, in his daily buck passing sheet, is trying to bring the SUP into it.

A recent issue claimed that four SUP members had been seen drinking with "Tanker Pete" (ESSO scabherder) at the Chesapeake Cafe in Fairfield. The owner of the Cafe said it was a damned lie. SUP men did come into his cafe for a drink occasionally, but when they did, it was for a drink, and not to talk to scabherders. Paddy forgets that the SUP membership, never having done business or come in contact with scabherders, wouldn't know "Tanker Pete" if he shouted who he was! The NMU officials know him pretty well, and, of course they figure everyone else knows him; and the reason Whalen knows him is that it is Whalen's men who are shipping through Pete on the supposed-to-be-struck-tankers.

Suppose, Paddy, you get up at your next meeting and tell your members you've never taken a drink with "Tanker Pete," and then watch what happens!

All goes well, boys; steady as she goes.

John Lui

DONATIONS TO THE STRIKE FUND

J. Hall	\$1.00
R. Feters	1.00
L. Garman	1.00
L. Burke	.50
W. Behrhorst	1.00
S. A. Betony	1.00
Steward	.50
M. Martin	.50
J. Samardjie	1.00
W. Williams	1.00
Carlsen	1.00
W. Nye	5.00
W. Barrett	1.00
I. N. McClendon	1.00
Wm. McVey	1.00
K. Tiedeman	1.00
Schoenburg	1.00
McCann	1.00
M. Ramos	2.00
J. Hendricksen	1.00
J. Avery	.50
J. Powers	.50
G. G. Price	.50
De Paz	.6b
T. Harkins	.50
J. McKenzie	1.00
John Soones	1.00
F. Velez	.50
B. Lagon	1.00

Notice:

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

HERE and THERE in the GULF

NEWS from NEW ORLEANS

CURRAN PROVES HIMSELF THE ENVY OF ALL RUNNERS!

Rank and File Give Joe the Well Known "Get Out of Town"

PANTS-PRESSERS NOT WANTED

New Orleans, La., June 20—Joe Curran has been checked in at the New Orleans Hotel here since Saturday morning. Five carloads of commy beef from New York, and all the commies chased out of Texas are here. Curran held caucus with his stooges all day Sunday. Monday at noon, he mustered the courage to walk into the NMU hall, attended by an armed beef squad.

C. H. Applewhite, Gulf District Chairman pro tem, informed him that a joint meeting was scheduled for 7:00 P.M., and demanded that Curran attend, and clarify the policies of the Atlantic District pants-pressers.

Curran Gets Away

Some of the stooges got snotty with the gang, and were dumped. Curran, however, was too fast. An aroused rank and file chased him across the park into the arms of the law, who are proficient at protecting rats.

The NMU meeting lasted from 7:00 P.M. until 9:30, and Curran & Co. were conspicuous by their absence. After the meeting, C. H. Applewhite issued a statement to the press charging that Curran had been instructed by the Gulf District Committee to attend the meeting to clarify statements made by him in the Pilot—that the Gulf was shipowner-controlled. The Commies had A. Thomas picked up by the Immigration officials, to get him out of their way. They have sworn out warrants for over 50 men for alleged assault and wounding. Their policy seems to be to attempt to have all the militants locked up. Then they hope to be able to take control.

Stories False

The assistant editor of the Pilot stated in last week's issue of the Pilot that Thomas, Applewhite, and O'Donahue were taking orders from "Red" Dean. That is not true. Although they are good friends of mine, they were still elected by the NMU. So far as I know, they take orders only from their own constituents.

It was also charged that the \$1.00 per day NMU beef squad was taking orders from me.

These men are my friends, regardless of their present union affiliation. They have been, and will remain my friends even though the Communist party objects. They are tired of being dictated to, and that is something you are a little late in finding out, comrade Fitzgerald.

'Red' Dean

New Orleans, La., June 20—The Great (?) Joe Curransky arrived in New Orleans on Saturday, June 17, and checked in at the New Orleans Hotel with his Commy goon squad.

He went to the NMU Hall around 12 o'clock noon, Monday, accompanied by his own beef squad, and from what I actually saw with my own eyes, I believe Joe to be the greatest one-mile racer ever to hit New Orleans. He really should enter the next Olym-

pic Games. Cunningham, Wooderson, Venzke, and the others had better look to their laurels, because I'm sure that Joe could beat them—providing, of course, the aroused rank and file was chasing him!

A few of the boys were circulating around the corners last night, but the great one-mile runner failed to leave his den at the New Orleans Hotel.

The NMU membership in the Port of New Orleans is known to be on record to keep all the pants-pressers out of their meetings, and it is open season on commies throughout the Gulf.

I believe that the Great (?) Joe knows that he can't do anything down here, except spend some Standard Oil money. He will probably leave in a day or so, or else the rank and file of the NMU will see that he leaves. They are tired of putting up with his crap any longer!

Finn Schefstad

New Orleans, La., June 20—For the next Olympic meeting, the NMU has a good entry in the track meet, with Joe Curran as their man—even if Glenn Cunningham, Jesse Owens, and Gene Venzke are the opposition. "No-Coffee-Time-Joe" can pass them all, if he shows the speed he showed when his own membership was behind him from in front of the NMU hall.

Joe must know that he is not very well liked in the Port of New Orleans, because the No-More-Union had their regular business meeting last night, and the National President did not attend. He had a conference in the N.O. Hotel with Bob Meers, who was dumped here last week for being a Commy. So I guess Moscow business comes before Union business!

Baldy Bollinger, SIU No. 300

New Orleans, La., June 20—The NMU membership is fed up with factional fights. They organized to fight the boss. Now they find that cliques are more interested in fighting for control of a dues collecting agency than they are of organizing opposition to the ship-owners.

Everyone in the NMU who bucks Curran and his stooges is called a Lundeberg-Dean-ship-owner stooge!

Everyone who bucks King & Co. is labeled a Communist.

Isn't it possible for the rank and file to have an honest opinion which might not conform with either faction?

In the SIU we have job control and good shipping. The members are getting a fair wage and conditions. If their opinions differ from those of the officials, they are brought up at the meetings.

There is free democratic expression and discussion, and the question is voted on. The majority rules. There is no dumping of members, as in the NMU today.

From the many NMU men I

MIAMI

P & O LINES VOTE FOR ASSESSMENT

Members Want to Be Assured of Agreement

Miami, Fla., June 20—The boys in the P & O Line have taken a five dollar strike assessment for the purpose of backing up their demands for an agreement. The temporary agreement which was signed was a clarification of the phoney agreement which was in effect until such time as an election was held.

SIU Wins Vote

Election was held, and the SIU received 246 votes out of 251. We are now certified as the bargaining agent for the unlicensed personnel on the P & O ships. Everything we have on these ships was obtained through job action. We only want the company to sign an agreement, which is nothing more than the gains we have already gotten, and intend to keep. Also, we would like a little raise, but the raise will probably be difficult to get, owing to the fact that the SS Munargo and the Clyde-Mallory lines, which are now NMU, have a very poor agreement. This makes it hard, as the company claims that they cannot compete with other lines who do not have agreements which give the men what they should be getting.

Beach Cleaned

The SS Estrada Palmer broke her tail shaft, forcing her into drydock, and the SS Joseph R. Parrott took a full crew, cleaning out the beach once again. We notice that men who get off Bull Line ships here immediately go to Fort Pierce, a port about one hundred miles north of Miami. It is our suggestion that members getting off a ship in any port where there is not a Union Hall, should be suspended for an indefinite period. And any man who packs a SIU book should go to a port where there is a Hall, and not to a port where there is no Hall.

We are negotiating with the P & O Company, and everything is favorable for us to get everything we want.

John Gunnison, Gulf No. 4

NOTICE

For the benefit of those members who are planning on going to the Great Lakes this year, we print herewith a list of the addresses of SIU Offices in that district:

Detroit1038 Third St.
(Headquarters)
Buffalo10 Exchange St.
Cleveland1426 Third St.
Milwaukee ...730 S. Second St.
Chicago810½ N. Clark St.

You are advised to contact any of these branches for all information relative to shipping, etc.

have talked to, I learn that they want one union. The majority seem to think that the NMU cannot cut the mustard. That leaves the SIU as their only hope.

The problem is how to transfer while the agreements are signed in the name of the NMU. Answer this question, and the Gulf will have one big union—the Seafarers' International Union!

Earl Ward

HAPPENINGS in MOBILE

Fink Crew Brings Tanker to Mobile

Mobile, Ala., June 12—On the 5th of June 1939, the crew of the SS Comerica, a Porto Rico line ship, had a little trouble, and the crew of the vessel made up their minds that they would not sail the ship with the steward.

There were plenty of reasons:

First, he wasn't putting out the way the crew thought he should.

His job went to his head, apparently, as he continually rode all the men under him.

They held the ship up for around thirty hours, and the crew said that they would not sail until they had a new steward. In came one of the boys (Rathbourne, I was told), and he told them to sail the ship, or else—so to keep in good standing, sail they did.

Democracy, CIO Style

The SS Halsey, a Mallory tanker, supposed to be hot, came into this port for drydock work. It is one of the biggest jobs that has come in in some time. Granted that the shipyard workers need the work—but remember that the whole set-up of the CIO is built upon the industrial plan, after the Maritime Federation when it was in its heyday.

What happened: the finks brought the ships to the bar, the CIO Shipyard workers then took her into drydock, and now they are working the ship. The militant NMU men who got off this ship and went on the picket line, are once again left holding the sack.

THEY ARE TOLD TO WAIT UNTIL SHE IS READY TO GO OUT. WAIT, BROTHERS, AND YOU WILL SEE THAT THE COMPANY WHO OWNS THIS SCOW WILL HAVE A CREW OF FINKS EAGER TO TAKE THE SHIP OUT OF THIS PORT!

WHAT HAPPENED TO THE FINKS WHO BROUGHT THE SHIP TO THE BAR?

ARE THEY STANDING BY WAITING ON THIS ONE, OR DID THE COMPANY TAKE THEM TO WHERE A CREW WAS NEEDED FOR ANOTHER SHIP?

When the Maritime Federation of the Pacific was functioning, before the commies got hold of it, an injury to one was an injury to all—in fact, not in fancy. Remember the POINT CLEAR beef? Ask about the backing the WELDERS got in Oakland; ask about the MACHINISTS' beef in the Union Iron Works. In fact, look up the history of the MFPC prior to '37, when the commies took control of the Federation, and what the Federation has degenerated into.

THEN STUDY THE NMU, AND KNOW WHERE THEY ARE HEADED!

It is a reflection on the members themselves, that they allow such a thing to take place.

The crew of the SS Cranford, a Lykes rust pot, refused to take "hot" oil, and refused to abide by the telegram from the "wrecking committee," and sailed the ship without "hot" oil.

CONGRATULATIONS BOYS, BUT WATCH OUT FOR THE AXE!

THE COMMITTEE MAY CARRY ON WITH THE PURGE!

NOTICE

All SIU members who are confined in Marine Hospitals are hereby advised to immediately notify their SIU Agent in the port nearest to where they are hospitalized, in order that they may receive regular weekly benefits.

This does not apply to members who are already receiving benefits.

NOTICE

New York, N. Y.
June 21, 1939.

TO ALL ATLANTIC AND GULF DISTRICT AGENTS:
Re: Robert Bowles, Gulf No. 178—Stewards.

You are hereby advised not to register or effect the shipment of the above-named member until he has returned to New York Headquarters and stood trial.

This brother is charged with attacking a brother member on the SS Seatrain Havana, and of hitting him from behind with a piece of pipe, or some other blunt weapon. He has, in fact, already admitted that he did so.

Upon arrival of the Seatrain Havana in Hoboken yesterday (June 20), Bowles was advised by the patrolman that he would have to come off the ship, as charges were being preferred against him. Bowles has not yet put in an appearance at this Hall, and it is believed that he left town.

Faternally,
Matthew Dushane, Chairman,
Atlantic District
Emergency Board

Express Appreciation

The members of the Seafarers' International Union who did picket duty in the port of Norfolk during the recent strike against the Eastern Steamship Co., wish to thank everyone for their splendid support, cooperation and generosity. Through the aid given us by many of the business people in Norfolk we were able to carry on our strike at a minimum of expense, and their kind assistance had a very gratifying effect on the morale of all the men on strike in that port.

We wish, also, to thank the members of the steward's department for their cooperation in doing voluntary picket duty, and helping us maintain a united front. Due to a misunderstanding on the part of the Strike Committee in Norfolk, many members of the steward's department were penalized for missing picket watches, etc., as we did not understand that any picket duty on the part of the members of the steward's department could be only

voluntary. For this oversight on our part we wish to offer our apologies, and a plea to the men unjustly penalized to kindly overlook our error. It was not done purposely, nor with any malice aforethought, and we are as sorry as anyone else that it did happen.

Norfolk Strike Committee
By—O. C. Bourne

ISU PHONIES WANT TO REPRESENT EAST COAST

Grange, Brown and Reynolds Trying To Hoodwink East Coast Seamen

CALL FOR NLRB VOTE PHONEY

We have been informed that the rampant, raucous, "Rajah of Ronkonkoma", Dave Grange, has been passing the word around that he likes to have us write about him, as it gives him plenty of publicity. Mebbe so, mebbe so, but it's a cinch that the sort of publicity we give him isn't going to do him a bit of good! We can't truthfully say that we enjoy writing about Grange, as we can think of much more pleasant subjects about which to journalize, as we so laughingly refer to it.

In any event, the erstwhile dictator of the old Marine Cooks & Steward's Union is still very much in evidence around the West Side waterfront,—although for some reason unknown to us, he made himself exceedingly scarce one day last week.

OTHERS AID GRANGE

While we are forced to admit that the Rajah plays a rather cunning game, we are nevertheless a few jumps ahead of him. For instance, we know exactly whom his chief stooges are, and are not allowing them to escape our notice. One false move from them, and it's going to be just too bad!

Grange is, of course, aided and abetted by others of his ilk, but with all the conniving they have done, their progress is practically nil! It is rumored that the alleged brains behind the phoney ISU move are contained in the scone of a certain character known as Reynolds. As we don't have the misfortune to be personally acquainted with this bloke, we can only take the word of others as to his general reputation. We have heard him referred to as a "belly-robber," a "company stooge", and various other terms of opprobrium. According to all the information we can garner about Reynolds, he is hardly the type any sane seaman would want to represent him.

PHONEY PROPAGANDA

The Rajah has also gone to great pains to drag out the old bugaboo of race discrimination, and has told all of those who will listen to him that it is the policy of the SIU officialdom to drive the members of his race off the ships, and replace them with white men. In the first place, such an assertion is absurd if only because of the fact that we don't have the membership with which to replace them, even if such a move were contemplated—which it very definitely is NOT! Every man in this organization is entitled to a job, regardless of race, color, or creed, and there can be no question of discrimination in an organization as democratic as is ours. Grange, so we are told, has also made the assertion that all the colored men were driven off the West Coast ships by the Union. This is another deliberate misstatement of fact, as the SUP has never, at any time, had more than a very few colored members in it.

HOW MIGHTY HAVE FALLEN!

Now, there would be no use, at this particular time, to drag Grange's record out of the past, as it is only too well known to all seamen along this coast, and would only contaminate the atmosphere anyhow. But, at this particular time, we would like to know what happened to those special made cigars that he used to smoke (At the expense of the membership!) We note him nowadays dejectedly puffing on a worn briar pipe, and, no doubt, living over the glories of his past when he was practically monarch of all he surveyed. We wouldn't say that he has descended exactly to the level of a panhandler, but we do know that he has touched up quite a few of the boys for needed funds.

RAJAH DOES ABOUT FACE

In years gone by, the Rajah was wont to declaim that the Stewards absolutely could not get along without the aid of the Sailors and the Firemen, but today, he has performed a complete about face, as is shrieking to all who will listen to him that the stewards should have their own independent union. What caused this sudden change of ideas? The answer is simple. Grange knows full well that the great majority of the membership of the SIU will never allow him to be a member of this organization, so he figures that by starting an independent Steward's Department union he can once again be kingpin. However,—let him take fair warning,—and not count his chickens before they are hatched! As a matter of record and fact, the great majority of the colored stewards do not want Grange either!

GUS BROWN STOOGES

Another of Grange's playmates is none other than Gus Brown of the old Eastern & Gulf Sailors' Assn. There may

S. 2477

A Bill to amend the Merchant Marine Act, 1936, as amended, to provide compensation for disability or death resulting from injury to employees in certain maritime employments, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Merchant Marine Act, 1936, approved June 29, 1936, as amended, is amended by adding at the end thereof the following new title:

"TITLE XII

"MARITIME WORKERS' COMPENSATION

"Sec. 1201. (a) Paragraphs (3) and (4) of section 2 of the Longshoremen's and Harbor Workers' Compensation Act, as amended, are amended to read as follows:

"(3) The term "employee" does not include a master or member of the crew of any vessel under eighteen tons net, nor any person engaged by the master to load or unload or repair any small vessel under eighteen tons net.

"(4) The term "employer" means an employer any of whose employees are employed in maritime employment, in whole or in part, upon the navigable waters of the United States (including any drydock), or on the high seas on board a vessel subject to the jurisdiction of the United States."

"(b) Section 2 of such Act, as amended, is further amended by adding at the end thereof the following new paragraph:

"(20) The term "vessel" means any ship, boat, craft, or other floating structure capable of navigation."

"(c) Section 3 of the Longshoremen's and Harbor Workers' Compensation Act, as amended, is amended to read as follows:

"Sec. 3. (a) Compensation shall be payable under this Act in respect of disability or death of an employee, but only if the disability or death results from an injury occurring upon the navigable waters of the United States (including any drydock), or occurring while such employee was employed on or in connection with a vessel subject to the jurisdiction of the United States, and if recovery of the disability or death through workmen's compensation proceedings may not validly be provided by State law. No compensation shall be payable in respect of the disability or death of—

"(1) a master or member of a crew of any vessel under eighteen tons net, nor any person engaged by the master to load or unload or repair any small vessel under eighteen tons net;

"(2) a master or member of the crew of any vessel of eighteen tons net or over unless he is employed on (A) a vessel subject to the jurisdiction of the United States, or (B) any other vessel under a contract of employment entered into within the United States while he is a bona fide resident of the United States; or

"(3) an officer or employee of the United States or any agency thereof or of any State or foreign government, or of any political subdivision thereof.

"(b) No compensation shall be payable if the injury was occasioned solely by the intoxication of the employee or by the willful intention of the employee to injure or kill himself or another.

"(c) For the purposes of this section, a vessel shall be deemed to be subject to the jurisdiction of the United States if it is—

"(1) documented or numbered under the laws thereof;

"(2) permanently located within the territorial waters thereof;

"(3) engaged in the domestic commerce thereof in the internal coastwise or intercoastal trade; or

"(4) engaged in the foreign commerce thereof under the ownership, management, operation, or control of a citizen thereof or of a corporation organized therein."

"Sec. 1202. Section 5 of the Longshoremen's and Harbor Workers' Compensation Act, as amended, is amended to read as follows:

"Sec. 5. The liability of an employer prescribed in section 4 shall be exclusive and in place of all other liability of such employer to the employee, his legal representative, husband or wife, parents, dependents, next of kin, and anyone otherwise entitled to recover damages from such employer at law or in admiralty on account of such injury or death, except that—

"(1) if an employer fails to secure payment of compensation as required by this Act, an injured employee, or his legal representative in case death results from the injury, may elect to claim compensation under this Act, or to maintain an action at law or in admiralty for damages

on account of such injury or death. In such action the defendant may not plead as a defense that the injury was caused by the negligence of a fellow servant, nor that the employee assumed the risk of his employment, nor that the injury was due to the contributory negligence of the employee;

"(2) nothing in this Act shall be deemed to abrogate or otherwise affect the rights under the maritime law of the master or any member of the crew of any vessel with respect to maintenance and cure, but the reasonable value of any maintenance provided, or caused to be provided, to an injured employee by an employer, whether or not provided on shipboard, shall, for the purpose of computing the compensation payable to such master or member of the crew during the time maintenance is so provided, be deducted from the amount determined to be the amount of the weekly wages of such master or member of the crew."

"Sec. 1203. Subsection (b) of the Longshoremen's and Harbor Workers' Compensation Act, as amended, is amended to read as follows:

"(b) The Commission shall establish compensation districts, to include the areas within the United States to which this Act applies, and shall assign to each such district one or more deputy commissioners, as the Commission deems advisable. In the case of injury or death of any employee occurring outside the territorial limits of the United States, the deputy commissioner in any compensation district in which the employer is subject to the service of process shall have jurisdiction in respect of such injury or death. Judicial proceedings under sections 18 and 21 of this Act in respect of any injury or death occurring outside of the territorial jurisdiction of the United States shall be instituted in the district court within whose territorial jurisdiction is located the office of the deputy commissioner having jurisdiction in respect of such injury or death (or in the District Court of the United States for the District of Columbia if such office is located in such District)."

SEC. 2. This Act shall become effective sixty days after the date of its enactment.

THANKS!

Philadelphia, Pa.
SS Pan Royal
May 31, 1939.

Seafarers' International
Union
2 Stone St.
New York City
Dear Brothers:

I have been requested by the crew of the SS Pan Royal to extend their appreciation for your cooperation and results at Hoboken, New Jersey. In the future, we will endeavor to have all patrolmen act as you did. We realize your heavy burden in the Port of New York at the present time, and wish you complete success.

Yours truly,

S.S. Pan Royal
By Deck Delegate A. Keen,
Book No. 12

NOTICE

S.I.U. Book (Gulf No. 74) and papers of Charles E. Rhodes were found in Tampa, Fla.

This book and papers are being held by Gulf District Headquarters in New Orleans and will be forwarded to any S.I.U. agency upon request from the owner.

have been a time many, many years ago when Gus Brown was a good union man,—but them days is gone forever! He even went to the trouble of riding the Eastern ships between here and Boston to try to get SIU members to sign pledge cards for his phoney ISU. We are certain that he didn't meet with any success, and we do know that the deck gang on the Boston politely told him to get the hell out of the foc'sle!

PHONIES THROUGH

Can't these old line phonies get it through their heads that the seamen are definitely through with them? They repudiated them long ago, and they will never again be in the mood to accept them. They sold the seamen out before, and it is a foregone conclusion that they will do it again if they ever get a chance.

IF THE OLD ISU PHONIES ENTERTAIN THE IDEA THAT THEY ARE GOING TO START ANY SUCCESSFUL INDEPENDENT UNION MOVE ON THIS COAST, THEY'D BETTER THINK AGAIN, AND THEN PULL IN THEIR NECKS!

Grange has made the assertion that if, and when he gets a sufficient number of pledge cards signed by men on the ESSCO ships, he will call for a NLRB vote. So what? THE SIU WILL OPPOSE ANY ATTEMPT TO CALL A VOTE ON THESE SHIPS, ON THE GROUNDS THAT THEIR CONTRACT WITH THE EASTERN STEAMSHIP COMPANY SUPERCEDES ANY NLRB RULING OR DECISION! THE SUP DID THE SAME THING IN THE SHEPARD LINE BEEF,—AND THEY STILL MAN THOSE SHIPS. THE SIU WILL FOLLOW OUT THE VERY SAME PROCEDURE IF SUCH AN EMERGENCY ARISES!