

Seamen Will Introduce New Insurance Measure!

ACTION BY:

Sailors Union Backs Militant SIU Crews To Win Raise!

SAGA OF THE "UNORGANIZED"
CALMAR STEAMSHIP LINE

S.S. ALAMAR
May 3, 1940

Editor, Seafarers' Log,
Dear Brothers:

On Tuesday, April 30, a joint meeting was called of all departments for the purpose of determining when and if we were to receive the same wages as the West Coast Unions. May 1st was the date that the new wage increases were to go into effect. We felt, and rightly so, that we as union men could not take the ship east for less money than West Coast seamen were getting for it. (Regardless of the rantings of the N.M.U. that they were out to "organize" and promote better conditions for us!)

The captain (S.S. ALAMAR) was requested to find out as soon as possible, and we carried on until Thursday, which was the scheduled sailing day. In the meantime the engine department voted to pay off if the raise was not forthcoming. Thursday morning, the committee went up to ask the old man if he had received any word from New York. "No," he said, "not yet!"

Get Support

Then, two of the members of the crew were dispatched to Portland to contact the Sailors Union of the Pacific. Brother Massey, the Portland agent of the SUP, sent a teletype message to Harry (Continued on page 4)

Fink Training Admitted

Admiral Wiley, head of the training ship program of the Maritime Commission, has openly admitted what we have charged since the program was inaugurated. Speaking at the ceremonies organized by the shipowners here in the annual observance of National Maritime Day, Wiley, reporting on the Maritime Commission's training program, stated:

"... it was doubtful that men given pay and subsistence, while they are in training will want to follow the guidance of union leaders. (Journal of Commerce, May 23, 1940)

Oppose Fink Reserve

Our opposition to the training ship program has been based, from the very beginning, on the contention that the essence of the (Continued on page 4)

Negotiate With Eastern S.S. Co.

Negotiations with the Eastern Steamship Company are proceeding on the proposed agreement between that company and the Seafarers International Union. The present status of the negotiations is an extension granted to June 15, 1940. Before final action is taken the proposals and counterproposals will be submitted for approval. In the event we are unable to reach a satisfactory agreement thru the medium of direct negotiations before the expiration date, the organization will be obliged to take more vigorous action in support of our just demands.

Editorial

Reorganizing The "Unorganized"

Bureaucrats have a supreme contempt for the intelligence of the rank and file worker. Nowhere is this better demonstrated than in the colossal insult to the intelligence of the seamen contained in the propaganda spread by the bureaucratic clique, ruling the roost, in the National Maritime Union! This propaganda has been aptly characterized by members of the SIU as: "The Saga of the 'Unorganized' Steamship Lines." The dictionary defines a "Saga" as a legend, tale, or myth.

Upside Down

The legend then, is that ships under contract to the SIU are "unorganized." We have always been taught that workers seek organization to better their condition, increase their wages, and get protection on the job. That has been the experience of the labor movement and is the primary reason for the existence of trade unions. But that was before Lawrenson became the chairman of the NMU "reorganization" committee. Now everything is turned upside down! Things look a lot different when you're standing on your head—as those who read the Pilot may readily suspect. It's an interesting phenomena and one that bears further analysis.

Human Perversity!

The Seafarers has won an increase of ten dollars per month, PLUS TEN CENTS PER HOUR INCREASE IN OVERTIME RATE, on off-shore ships under contract to the SIU. That is, on the so-called "unorganized" ships. In the same run, the NMU has received NO increase in overtime! Yet, Mr. Lawrenson, CNRC, wants to reorganize the "unorganized" into accepting a reduction in overtime payment!

(For the information of the uninitiated, CNRC stands for Chairman National Reorganization Committee. He won his letters by his success in breaking down conditions.)

A similar situation exists whereby SIU ships sailing to Mediterranean ports receive a bonus of fifty dollars per month, while NMU ships in the same run receive a thirty-dollar bonus. It's just the perversity of human nature that impels the SIU crews (Continued on page 2)

Hearings Held On Insurance Bill For Seamen

New Measure Being Drafted Which Will
Eliminate Objectionable Features
Of Present Bill!

Appearing before the House Committee on Merchant Marine and Fisheries hearing on the proposed Unemployment Insurance Bill for seamen, Harry Lundeborg, representing the opinion of the SUP and SIU expressed our combined opposition to the bill in its present form. The bill is on a par with a whole series of bills which have been introduced in Congress in the last period, proposing to "give" the seamen various benefits—in exchange for relinquishing our control over the union hiring hall. As with the others, our decision was that it was too high a price to pay for the doubtful benefits contained in the bill.

Dangerous Clauses

The bill provides that "The Board may establish, maintain and operate free employment offices and may designate as free employment offices facilities maintained by (1) a maritime labor organization or (2) a State, Territorial, foreign or the Federal Government." The bill further gives the Board authority to, "prescribe a procedure for registration of unemployed employees at employment offices," and states that "the Board may, when an employee registers, make such notations upon his certificate of discharge, continuous discharge book, or other document in his possession, as it deems expedient in the administration of this Act." The seamen have had many sad experiences with the making of "notations" on their papers and have learned that such a procedure can easily develop into a blacklist.

Our Position

In expressing our objections to this Bill, Brother Lundeborg stated: "We are in favor of unemployment insurance for seamen, but not at the price we must pay under this bill. . . . After years of bitter experience with government and employers employment services and offices, seamen have finally fought for and won the right to an absolutely independent control of their own employment offices—their hiring halls. These halls today are completely removed from the domination of any interest other than that of the men themselves. It is the very independent nature (Continued on page 4)

NEWS FROM

Headquarters

War Bonus Wage Increase
Illegal Practice
NEW YORK

WAR BONUS

The following is a copy of the rider attached to vessels under contract with the SIU sailing to ports in the Mediterranean:

1. "Emergency compensation at the rate of \$50 per month, in addition to the wages as prescribed in these articles, shall be paid to each member of the unlicensed personnel of the crew, from the time the ship departs from the last port on the Atlantic Coast of the United States and until the return of the vessel to the first United States port.

2. "The company agrees to furnish war risk insurance in the amount of \$5,000 for each member of the crew from the time the vessel departs from the last port in the U.S. until her return to the first port in the U.S., as per insurance policy or certificate to be made available at the company's main office.

3. "For the loss of clothing resulting from being sunk, bombed, mined or caused by war conditions or activity, seamen shall be paid \$150 cash.

4. "In case vessel is lost, destroyed, seized, sold or abandoned, crew to be returned to Atlantic Coast port, wages and bonus to continue until arrival."

COMPARISON WITH NMU!

In a recent circular distributed by the NMU and signed by Joe Curran we are informed that: "The War Bonuses (NMU) are to (Continued on page 3)

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of North America**

Affiliated with the American Federation of Labor

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"THE SEAFARERS' LOG"

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

Editorial

**Reorganizing The
"Unorganized"**

(Continued from Page 1)

to resist being reorganized out of twenty-dollars per month. *How backward!*

Fear the Truth

Other examples could be produced, but the above are sufficient to illustrate our point. Which is, that all we have to do is to adopt the logic of the CNRC, and we'll all be standing on our heads—or walking on our heels, which produces approximately the same sensation! Now, the NMU propaganda artists are not the mental cretins that they appear to be. They work on the theory that if a falsehood is repeated loud enough and often enough, it will come to be accepted as the truth—at least by a certain section of the workers.

In fact, what they fear above all else, is the truth, because then the loudest and most persistent clamor for reorganization would come from the NMU membership themselves, who like all workers are simple enough to believe that the function of a trade union is to increase the wages of those organized in the union and would find it rather difficult to understand why they had to take less than "unorganized" workers.

Mumbo-Jumbo

"The SIU is a constant threat to the progress of the NMU," says Mr. Lawrenson, and . . . "has got to be wiped off this coast if all seamen are to gain the benefits which would accrue from one unified organization." From what has been stated above, it is evident that the "PROGRESS" referred to is the more or less progressive march to the rear led by General Lawrenson. His crocodile tears over the poor seamen deprived of the "BENEFITS" of "reorganization," is actually heart-rending!

All the mumbo-jumbo about organizing the "unorganized" SIU ships is just so much sand thrown in the eyes of the NMU membership. Its primary purpose is to conceal the bankruptcy of the ruling clique whose main efforts are devoted to dragging the seamen organized in the SIU down to the lower level established by Curran and Co.

On the March

"The SIU has got to be wiped out," says Lawrenson. Because? . . . Yes, because it does stand as a constant threat of exposing the reactionary character of the phoney clique in the leadership of the NMU who have done more to retard the progress of the seamen than any other factor. The truth is beginning to seep through the "sanitary cordon" thrown around the NMU rank and file and it won't be long before the membership begins doing a little "reorganizing" of the top committee. When that time comes, the seamen can really march forward to greater progress and security.

OUT OF THE MAILBAG

PHILADELPHIA

**URGES SUPPORT
FOR PAPER!**

Now that the Seafarers' Log is going to be published regularly, I don't see why the members who can afford to do so don't make some effort to relieve the financial strain that the Union no doubt will be put to in order to ensure its continued publication.

Want Regular Issue!

In the course of my duties I've had many requests for the "Log"; many times I had to argue my way out because I had no "Logs" to give the men. I know they are right when they raise Cain about it, not being put out regularly, as this is the only practical means we have of keeping our membership posted on the affairs of the Union. It is very essential that every effort should be made to have it come weekly or two times a week, if possible. This is up to the membership themselves. The following in my opinion is a very feasible method to aid us in our aim.

Need Your Support

It is a simple matter for any ship delegate to put a donation list out when the ship is paying off, and whatever sum is collected can be turned over to the Agent or Patrolmen at the nearest branch or if you prefer, send to the Seafarers' Log Editor. For such donations you may demand a receipt covering the entire sum, and it will be accredited to whatever ship the donation is made from. Or if an individual member should care to, he may receive an individual receipt in his name, provided of course he makes an individual donation.

Members Need Voice

So let's go to town, Brothers, and make the "Log" a paper that all of us will be proud of! It is actually the life blood of any organization to have an organ that will at all times be the voice of the membership.

Sincerely yours,

Joseph Flanagan,
Philadelphia, Pa.

P.S. Will you kindly enter this in next issue of "Log." We have several membership books at Phila. Branch as follows:

Deck Dept.:

B. Powell, Harold Reid, Jr., William P. Noglee, Russel Lowery, K. Bateman, Gabriel Fratus.

Engine Dept.:

David Lathrop, Arnold E. Thompson, John Tom Brennon, Clarence H. Dennard, C. C. Hamby, Rowland Weiks, Giovanni Milanto.

Steward Dept.:

Eric Lynch, Jos. Handfinger, Orin W. Austin, Charlie Safford, Chas. H. Smith, Jas. Smith, Jos. H. Smith, Henry W. Smith, Percy Salmon, A. Saavedra.

These books have been in our hall for some time now. If members whose names are on this list will communicate with us, we will be glad to forward book to nearest hall.

SKILLED LABOR

SHORTAGE PUNCTURED

Washington, D.C.—With 6,000,000 names on the active file of the Federal Employment Service, including many skilled mechanics, Secretary of Labor Perkins discounted the deluge of propaganda relative to an alleged scarcity of skilled labor menacing the national defense program.

"I cannot think of any process in the whole defense program for which there are no men available," she declared.

**Believes What
He Reads -
Almost!**

Texas City, Texas
May 15, 1940

Editor, Seafarers' Log
Dear Sir and Brother:

Being a trusting soul and believing everything I read, no matter where I read it, I was sure that all that was needed for the N.M.U. to complete the much publicized reorganization of the Tankers was to collect the money that the tankermen were begging them to take and to inform the company officials that they would consent to have the company representatives appear, hat in hand, at the N.M.U. offices to sign an agreement.

ILLUSION BLASTED!

But lo and behold! After a few weeks contacting these aforementioned tankermen, I was most astonished (!) to learn that even the attractive winter bargain rates (which are being continued) of one buck down payment and two bits a month was considered a trifle too much. From my conversation with a number of ex-NMU'ers, I gathered the unmistakable impression that the only way they would consider going back into the NMU would be on the basis of having equal grab rights at the treasury. So, maybe you just can't believe EVERYTHING you read! Another illusion ruined!

HOW COME?

No tankermen storming the portals of the NMU! No shipowners standing in line outside the NMU office waiting to be admitted to be allowed to sign up! No raise in overtime rates on NMU contracted (?) ships. Did I hear some one say: "It don't matter about the ten cent per hour raise, first get some overtime." Tut, tut! The "unorganized" ships, listed in each issue of the "Pile-It" get it! How come?

VISIT NEW HALL

Oh, oh! If we had a "fifty thousand" membership, maybe, just maybe, I could get a few men around our nice new hall in Texas City, at 105-4th St. Give me a ring when around the neighborhood, phone number 722. The way it is now, when I want to talk to a seaman when there are no ships in port, I have to talk to some of the NMU members and they always spoil it by wanting to join the only outfit which is going ahead as a UNION run by the members, for the members, the Seafarers' International Union.

Steady and full ahead!

A. W. Armstrong,
Acting Agent,
Texas City, Texas,
105-4th St., Phone 722

**500 CCC Boys to Join
Training Schools**

An additional 500 boys are to be released by the Civilian Conservation Corps (CCC Camps) on request of the Maritime Commission for enrolment in the merchant marine training schools operated by the Commission. This will bring the total of CCC boys chosen for enrolment in the training ships to approximately 900 for this year.

Previous enrolment numbered 250 boys last October and 150 in May. Of the most recent batch, 400 will go to the Gallups Island station in Boston Harbor and 100 to the St. Petersburg, Florida, training station.

**BUY UNION
MADE GOODS**

Brothers:

The above caption is continually being inserted in practically all real labor publications, but there is rarely any explanation of the vital importance of this issue. Every union man who wishes to make his organized power felt, even tho he is not directly connected with a particular industry, should insist on nothing but union commodities when making any kind of purchase.

FOR GOOD OF ALL

This will help, not only the individual that buys, but will be a great assistance to every union brother in gaining better conditions and wages. If the demand for Union Made products increase, so will the task of getting recognition for organized labor be made easier. There may be an objection by some who will remark that they can get non-union made goods cheaper. The following will explain some of the reasons why you may be able to get non-union made goods a few pennies cheaper.

OPEN SHOP TACTICS

First we take the case of over ambitious Chambers of Commerce. In communities where the open shops flourish, you will always find these scum doing their dirt. They send invitations to manufacturers and producers to bring their establishments to their particular city, with promises of cheap labor and insurance against "labor trouble." By lowering the standard of living of the workers in their community they weaken the entire labor movement.

PRISON LABOR

Then there is prison labor to take into consideration. Goods produced in prison are placed on the market at cut-throat prices. The consumer is usually enticed by their cheapness but there is no need for me to go into detail about the conditions under which these goods are produced nor the effect of their sale on organized labor.

Last but not least, are the goods produced in foreign countries with the use of conscripted labor. This is nothing short of slavery.

BUY UNION GOODS

The above considerations should prove to every union-minded worker that if we want to continue getting union wages and conditions, we will have to become consumers of Union Made goods. So let our watchword be: Union made goods for Union men's protection! Insist that your families follow this motto and let's hope the day will come when we will see nothing but Union Made products on the market.

Jos. Flanagan

In Memoriam

JOHN R. FORBES

Died in the Marine Hospital at Norfolk on April 25, 1940

ALFRED LARKE

Died at the Marine Hospital at New York on May 5, 1940

S. BARRERO

Died at the Marine Hospital at New York on April 24.

MARION FIELDS

Died at Savannah, Georgia, on May 14, 1940.

LEROY AKINS

Died at New York on May 5, 1940

What's Doing—

Around The Ports

TAMPA

Things in this port are about as hot as the weather. Paddy Whalen, the great Baltimore Stallion, is down here peddling the line. He's just aching to save the boys down here, but unfortunately (for Paddy), many of his potential converts have been "saved" before and have found the process so painful that they are extremely reluctant to go through the experience again, despite all of Paddy's eloquence. Paddy, who is supposed to be on his vacation, is having a lot of "explaining" to do about the phoney N.M.U. tanker agreement, which is causing much unhappiness among the men on the ships.

Shipping has been very good. There is still some chiseling going on board of some of the Bull Line and Waterman ships. It's up to the crews to report to the patrolmen any attempt to chisel on the agreement. If you've got a legitimate beef, bring it to the attention of your union representative instead of banging some bartender's ear about it. Every member should strive to leave the ship in a better condition than when he got on. With the proper support from the ship's crew we can put an end to any chiseling that's going on. Report your beefs! Support your patrolmen! Win better conditions! Build a greater S.I.U.

PHILADELPHIA

Had a little business in the port the other day, crewed the Sea-Train West Texas, and believe me, the rank and file came into their own. Piggy Norman sailed as Engineer's Utility Man, while good old Brother Waldo Cripe sailed her as Quartermaster, all in all, the crew was a fine gang.

We are having a little difficulty in supplying the men for the various jobs that come in, as we have very few men on the beach here.

We are reviving the old Marine Council that held the waterfront in abeyance in the past, and it looks like everything will be rosy in the future. The next meeting will be 5-28-40, and then we are going to go to town in earnest.

The American Range lines have sold the Calabee to an unnamed firm, but I was informed on reliable authority that she would still remain under contract to the S.I.U. We had a telephone bill as long as your arm last month, calling Baltimore and New York, so some of you men who are on the beach in these two ports better hop it over here, as we hate like hell to fatten the telephone company.

The Sea-Train New Jersey is scheduled to take on a crew the first week in July, so you do heavy monkeys might as well lay on the beach here for five weeks as anywhere else, so get going.

I hear a lot of squawking about the "Log." Well, who ever heard of getting something good for nothing. Let's get going & the donations!

Well, here's to a bigger and better "Log, long may it flourish.

J. F. Flanagan,
Harry J. Collins,
Phila Branch

SAVANNAH

May 24, 1940

Shipping has been fairly good in the past week, due primarily to the S.S. City of Montgomery, Savannah Line, coming out of the boneyard, where she has been laying for the past three years. Prospects for the coming week, however, don't look very promising.

Several important clarifications and addenda to our agreement with the South Atlantic SS Co. were negotiated here on May 22nd and were made effective as of that date. Copy of the clarifications is as follows:

DECK DEPARTMENT

1. "On ships where members of the unlicensed personnel are required to do carpenter work, due to the ship not carrying a carpenter, the seaman or seamen be paid at the rate of 25 cents per hour for this work in addition to their daily wages.

2. "In Working Rules, Deck Dep't., Section 1, last paragraph, be changed to read: 'Sailors required to stand gangway watches in port after 5 p.m. and before 8 a.m., Saturday afternoons, Sundays and holidays to be paid at the regular overtime rate of 80 cents per hour.'

3. "When seamen are required to clean bilges, rose-boxes or cofferdam, it shall be considered overtime for the watch on deck, and (over-) time and one-half for the watches below.

4. "Section 14. Shifting or hauling ship after 5 p.m. and before 8 a.m. shall be considered overtime, a minimum of two hours to be paid for same."

ENGINE DEPARTMENT

1. "The 4 to 8 watch shall relieve itself for supper.

2. "Section 8 (b) shall be changed to read: 'Both the oiler and the man on watch (fireman or watertender) detailed to look after the plant, shall receive overtime while cargo is being worked with ship's winches at all times between the hours of 5 p.m. and 8 a.m., and on Saturday afternoons, Sundays or holidays.'

3. "When ship is shifted between the hours of 5 p.m. and 8 a.m., the watertender or fireman, but not both, on watch shall be paid at the regular overtime rate.

4. "Section 9. Add paragraph (b-1). When firemen are required to blow tubes or superheaters between the hours of 5 p.m. and 8 a.m., or on Saturday afternoons, Sundays or holidays, they shall be paid at the regular overtime rate for same."

The South Atlantic SS Co. was one of the last companies under agreement with the SIU to come thru with the overtime clarifications listed in the above addenda to our agreement. These provisions have been previously embodied in the rest of our agreements.

Chas. Waid, Agent

HOUSTON

Houston, Texas,
May 25, 1940

The port of Houston is still going strong and shipping is booming. Can't get enough book men and we are shipping quite a few trip card men.

A considerable number of NMU men come in most every day who are anxious to join the Seafarers International Union. It seems that they are getting fed up with the promises of the top fraction boys. Despite all the phoney propaganda in the Pilot the NMU rank and file around this port are getting wise to the fact that the SIU is a democratic organization run by the membership. As they don't get much overtime and very little backing from their own officials, I am willing to bet that in another year we will have all the rank and file members of the NMU in our Union and damn near all their ships too.

That's all for this week! Best regards to the Seafarers Log and all brother members.

D.L. Parker, Agent

TEXAS CITY

The old refrain, is the theme song here . . . Where, oh where, are the seamen? We'll get two or three on the beach, a ship comes in, and no men to be found. I'm fast becoming the skeleton in the closet here in town. Mothers put wayward kids to sleep by telling them I'm coming to ship them out. Shipped 5 trip card men last week . . . 4 this week!

The mate on the MARSADOK coming into Galveston was right on the job down on deck wanting to help the Sailors on the gear. He was informed that the gang was capable of struggling along without his aid. One more mate educated! If all the crews take the same attitude it won't be long before these ambitious officers stay where they belong and make a name for themselves by doing their own work instead of messing around the crew.

Steady as she goes!

A. W. Armstrong

Attention!

Acting agent A. W. Armstrong, Texas City, Texas, requests us to announce the new address of the hall which has been opened in Texas City. The address:

Texas City Branch
Seafarers International
105—4th St. North
Phone 722

Brothers shipping into this port are invited to call at our new hall. Brother Armstrong reports that shipping in Texas City has been very good.

NEW ORLEANS

May 24, 1940

Shipping is so good here in New Orleans at the present time that we will have to keep stepping in order to man the ships if it keeps up at this rate.

Last week we shipped 85 men. This week, so far, we have reached the 100 mark. Note that this is exceptionally good for the few ships that touch this port.

We have very few MFOW and SUP men on the beach here at the present time. In the next couple of weeks one of the Weyerhaeuser ships is due to come out.

The S.S. DEL MAR, Mississippi Shipping Co. wagon, was in here with a good beef. Three men

BALTIMORE

News - And Views

BALTIMORE, Md., May 25, 1940:—Shipping continues fairly good out of this port with the turnover of approximately 85 men a week about average. Trip-card men are being shipped at the rate of about ten per week and it looks like there will be a sharp pick-up in that direction unless the present beach list of 153 members starts climbing.

Shipping Good!

Mississippi's DELBRAZIL should take her crew sometime next week and coupled with Ocean Dominion's COELLEDA which is also scheduled to take her crew within the next few days; it looks like we are going to have a tough time filling all the jobs. Withdrawal of Bull Line's HELEN, HILTON, ELIZABETH, and CORNELIA from the fruit service is scheduled but it is doubtful if they will tie up and release their crews as in other years.

Uncertainty as to the outcome of the present battle on the Western Front is making the prospective buyers of some of the ships of the tied-up fleet hedge a little but if the European situation should stabilize itself shortly and the Mediterranean can be kept open the demand for seamen will be the heaviest in the history of the U.S. Merchant Marine.

War Bonus Gain

Following the negotiations which rapped the war bonus to fifty dollars per month on the South Atlantic SS Line's ships bound for the Mediterranean; Brothers R. E. Dickey and Elkins went after Waterman, SS while their GATEWAY CITY was laying here and got the fifty dollar rate for her crew after a short delay in signing articles. The bonus riders provide for payment of the bonus from the last U.S. port leaving to the first U.S. port on return and also calls for a five thousand dollar insurance rate. With the ten dollar increase on wages AB's on these ships will be paid \$132.50 per month. The ten dollar wage increase has been put over on all offshore and intercoastal ships and negotiations are now in process with the coastwise Lines.

Sharp Lookout!

The Commission's RED JACK-ET surrendered her Waterman charter upon arrival here and is being turned over to the Grace Line. SUP here will crew her up. The CITY OF FLINT also took a West Coast crew and left for the coast. Ex-patrolman John Lui took the Schoharie for a trip to the Mediterranean. Agent Elkins is living up to his name of eagle-eye these days with NMU men crowding the Hall looking for membership. The Agent picked out two ex-NMU patrolmen and a well known Commie before they got to the investigating committee.

W. H. Elkins, Agent

were hurt on the voyage and the company did not want to pay extra compensation to the other members of the deck gang. The deck gang all quit so she laid here overnight waiting on a full deck gang. The beef was settled this morning at ten o'clock, with the old deck crew returning to work.

Everything is going shipshape in this port and throughout the Gulf.

C. M. Rogers

NEWS FROM

Headquarters

War Bonus Wage Increase
Illegal Practice
NEW YORK

(Continued from Page 1)

remain as is: \$30 per month for ships going into the Mediterranean; \$40 per month for ships going to Bilbao, Spain; and 25% for ships going to the Far East and India area. These bonuses will remain in effect until January 1st, 1941. In comparison, the SIU crews sailing to the Mediterranean are getting \$20 a month more than NMU crews in the same run.

And Curran's buzzards still strain their guts trying to maintain the fiction that ships under contract to the SIU are "unorganized" ships. If it's true that these ships are unorganized, then we leave it to Mr. Curran to explain to his membership why "unorganized" ships get \$20 a month more than ships which are "organized" in the NMU! It's a high price to pay for the rather dubious pleasure of being associated with the Curran, Lawrenson, wrecking crew.

WAGES AND OVERTIME!

Another revealing comparison between the "unorganized" standards established by the SIU and the "organized" NMU. . . . On offshore ships under contract to the SIU we have been able to win an increase of ten dollars per month in wages PLUS TEN CENTS PER HOUR INCREASE IN OUR OVERTIME RATE! The NMU got NO increase in overtime and the ten dollar increase in wages was specifically designated as, "temporary additional compensation, not tied directly with the basic wage." Curran and Co. must think we're living in "Reversia" where "unorganized" workers get higher wages and better working conditions than "organized" workers! But if you belong to the NMU and refuse to believe the tripe peddled in the "Pilot" then you're nothing but a "disrupter" who should be purged—and most likely will be!

ILLEGAL PRACTICE

On voting a crew member off a ship. . . . This practice has been condemned as contrary to the best interests of the organization and must be discontinued. Before a brother can be voted off a ship, charges must be preferred before the membership at headquarters or any branch office of the union, so that the member charged can be assured of a fair trial. This procedure is necessary to eliminate the danger of mixing personal prejudices with union business. The membership has gone on record to take action against any crew guilty of violating the procedure established by the union in regard to voting a brother member off a ship.

STRIKE FUND

The Seafarers' strike and organization fund for the Atlantic District has passed the \$20,000 mark this week. On May 25, the fund totalled \$20,350. Collections on the fund have been coming in at the rate of about \$400 per week. As no member is considered in good standing unless his strike assessment has been paid, we urge those who have not yet paid to contact their patrolman or agent at the first opportunity.

MOBILE SAYS:

N.M.U. BLITZKRIEG BOGS DOWN!

Mobile, Ala.

Editor, Seafarers' Log
Dear Sir and Brother,

According to the issues of the "Pile It" a few weeks ago, the N.M.U. were very confident that they were going to take over the Waterman ships and they really expected that it was going to be just as easy as taking candy away from a baby. But I think they have a different slant on the situation now. I'd like to know just how they are pacifying their membership now after making such bold statements that they would have the Waterman ships in a short while and then failing so pathetically.

Blitzkrieg Bogs Down

When the Supreme Court upheld the N.L.R.B.'s ruling that the Waterman S.S. Co. must offer reinstatement and back pay to the discharged members of the crews of the Bienville and the Fairland, notices of this ruling were very prominently displayed on the front page of the "Pile It." Now, after the hue and cry has died down, the Waterman case has been relegated to an unimportant place on one of the back pages. It seems that the N.M.U. has finally come to realize that taking over the Waterman ships is a task that they are not quite able to accomplish. In a recent issue of the N.M.U. official publication, there was the glaring headline "First Man Back on Waterman." It further states that the trek back to Waterman ships was under way when James Stewart was reinstated on the S.S. Fairland in July, 1937. This is a distortion of the truth.

Presents True Picture

Now, for the benefit of the members who are not familiar with the situation down here, I'll present the true and unadulterated picture of what has actually taken place as regards these men who have been reinstated on the Waterman ships. On March 30, M. C. Jones was reinstated aboard the S.S. Pan Kraft as wiper. The ship was scheduled to sail at five o'clock the following morning and Jones was there at the scheduled sailing time. He told the crew that he was forced to either accept reinstatement on that ship or lose his certificate of membership in the N.M.U. and he further stated that if the crew would allow him to sail in the ship from Mobile that he would gladly leave the ship when they arrived in another port. Well, instead of sailing at 5 A.M. the ship didn't sail until 10 A.M., and in the interval between these hours Jones went ashore and didn't return to sail in the ship.

Another One Down

The next man to accept reinstatement was James Stewart and he was put on the S.S. Hastings as fireman. He rode the ship as far as Panama City and on arrival there he quit the ship and returned to Mobile. He immediately filed charges of threatening against members of the crew of the Hastings. But the joker in that deal is that he never at any time asked the Master of the ship for any protection and in his charges he failed to mention the fact that the crew took up a tarpaulin muster and paid his fare back to Mobile.

The officials of the N.M.U. appealed to the N.L.R.B., and they told Waterman to again offer re-

instatement to James Stewart, which the Company did. He was placed on the S.S. Pan Royal as fireman. Now he is back in Mobile, having left the ship up North. When asked by an S.I.U. member why he left the ship, he replied that the crew wouldn't have anything to do with him and that they wouldn't speak to him, so he quit. Well, well, what a bad bunch of boys. I guess now, the COMMY STOOGES who act as officials of the N.M.U. in this port will petition the N.L.R.B. to make the S.I.U. men fondle and pet these rats who are placed on the Waterman ships.

Healthy Reaction

There were two men placed on the S.S. Kofresi as fireman and mess boy. These men told the crew that if they would let them ride the ship, they would get off when the ship got back to Mobile. They stated that due to the amount of money the N.M.U. had spent on them in their fight against Waterman S.S. Company, they had to accept reinstatement on that ship. When the ship arrived in Mobile these two men quit the ship over the objections of Drury and Robinson who pleaded with them for an hour to stay on the ship but to no avail. They said they were going to quit going to sea, and if they ever went to sea again, it would be as S.I.U. members.

Thumbs Down

You can see by all this, just how far the N.M.U. has gone in their effort to take the already well organized S.I.U. men under their so-called "protective wing." They have accomplished just exactly nothing. Even that generous offer of equal transfer and full membership rights is not enough to fool the S.I.U. men into accepting membership in the COMMUNIST PARTY controlled N.M.U. It seems that the S.I.U. men have got in the habit of having a DEMOCRATIC organization, and let me tell you, brother, that's a habit that is hard to give up. Some day the Commissars will realize that real bona fide seamen want no part of their dictatorship.

Members Want "Log"

As a closing word I'd like to add that there has been quite a bit of discussion around the hall lately relative to sending copies of the "Log" to the ships for the members who don't have a chance to get them otherwise. They point out that the N.M.U. has that as one of their policies, and they see no reason why we can't do the same thing. It is a very good idea in my estimation, and it will serve to get the membership interested in the paper, and it should get some donations to help defray the expense on publishing it. If we all take an interest in the "Log," we can really go places. That's all for this week.

Fraternally yours,
Robert A. Matthews,
Eng. Patrolman,
Mobile Branch

MORE ABOUT:

Hearings Held On Insurance Measures!

(Continued from page 1)

of the hiring halls and the very fact that they belong wholly and solely to seamen without interference from any single outside interest that causes seamen to stand ready to oppose to the utmost of their power any invasion of their control of their own hiring halls."

(Upon his return from the hearings at Washington, brother Lundeberg informs us that a substitute bill providing for unemployment insurance for seamen is being prepared, which will eliminate the objectionable and dangerous features of the present bill, while retaining the principle of payment of insurance relief for unemployed seamen. This bill will be submitted to Congress with the backing of the SUP-SIU and the support of the organized labor movement. It will be drawn up by seamen familiar with the problems of the seafaring groups and will NOT surrender any of our hard won gains.)

Sweet Racket!

The NMU-CIO brain trust has been ballyhooing this bill to high heaven. A clue to their anxiety on behalf of the measure lies in a provision in the bill which authorizes the Board to permit union officials to distribute the unemployment insurance checks. What a sweet racket Curran and Co. could make out of a set-up like that! They hope that this power would permit them to maintain a death-grip on the membership of the NMU and would gladly trade what little control they have over the hiring hall in exchange for the privilege of dispensing the unemployment relief checks.

Sell-Out Artists

These birds think that they can solve the problems of the seamen by using the methods of a ward heeler! Instead of depending on the economic strength of organized labor they are always running to some politician to make a deal with them. All they ask in exchange is the privilege of remaining at the head of a dues collecting agency. It is in the nature of things that this political horse-trading results in the loss of the independence of the union. That is the least concern of the Curran clique.

Narrow Escape!

If our memory serves us, it was not so long ago, that the same clique petitioned the Maritime Commission to establish minimum wages and working conditions for the seamen. It was the vigorous opposition of the SUP-SIU that put the skids to that move. Shortly after, thru the militant action of the SUP membership, a wage-raise of ten dollars a month and ten cents per hour increase in overtime was won on the Pacific Coast, followed by similar increases for the SIU in the off-shore trade. If Curran and Co. had been successful in getting the Maritime Commission to establish minimum wage scales it would have been well nigh impossible to get an increase over the established minimum.

On Guard!

We can expect further attempts in the near future to legislate the seamen out of control of the hiring hall, and other conditions which have been won thru militant action. We will have to be extremely wary of the horse-trading politicians who come to us bearing gifts.

MORE ABOUT:

Fink Training Admitted

(Continued from Page 1)

program involved the training of finks as a potential reserve to replace union men aboard ships, particularly in the event of a dispute between the shipowners and the unions. As for training men in seamanship, that can best be done by actual experience gained in working aboard ships, and it has been proven time and again that there is no substitute for such training.

Enroll CCC Boys!

When the training ship program was first begun, it was announced that only bona fide seamen would be eligible for enrollment. We were asked to believe that the sole purpose of the program was to take up the slack in unemployment and to increase the efficiency of the American seamen. It was not long after that a general recruiting campaign was launched among the CCC camps and plow jockeys in the country for personnel to man the training ships.

Anti-Union Education

Young men and boys were recruited, most of whom having never belonged to a trade union, were considered desirable material for that type of training which, Admiral Wiley boasts, will result in an unwillingness "to follow the guidance of union leaders." In other words, it is admitted that an anti-union attitude is being fostered among the training ship personnel. This type of education can only result in the "training" of actual and potential finks.

Well to Remember!

It is well to remember that despite the resistance of the Seafarers' International on the East Coast and Gulf, and the Sailors Union of the Pacific on the West Coast, the training program was established with the support of Joe Curran and the N.M.U. who endorsed the program and sabotaged our fight against it. Curran and his stooges who were instrumental in establishing the Maritime Commission fink-hall and fink-training program will yet be responsible for the de-

MORE ABOUT:

Sailors Union Backs SIU Crews!

(Continued from page 1)

Lundeberg and we, the representatives of the crew, sent a telegram to headquarters of the SIU at New York. We received word from Harry Lundeberg to go ahead and have the entire crew pay off and at the same time, to contact any other Calmar Line and Waterman Line ships in the vicinity of Portland.

Brother Barlow of the SUP, Ward of the Marine Firemen and the two members of the crew of the Alamar immediately went aboard the Texmar and received the promise of the crew of 100% support. We then went back aboard the Alamar. The crew of the Alamar demanded to be paid off and the skipper said that he would have to make the payroll out, and our pay would be ready for us Friday morning.

Win Raise

Friday morning about ten o'clock, we received word from the old man that the raise would be forthcoming as of May 1st. Immediately, the SUP hall was contacted, and they having received word due to Harry Lundeberg negotiating for us, told us to go ahead and carry on with a new rider attached to the articles (no promises—the real thing, or else) and that all Calmar and Waterman intercoastal ships were to come under the new wage scale. How is that for ACTION?

And where were the "organizers" of the N.M.U. who were going to get conditions for us? Oh, yes! We forgot to call them up we were too busy forcing UNION conditions on UNION ships. This spearhead action of the loyal SIU crew of the S.S. Alamar, incidentally, affects some fifteen more ships.

Appreciation

We want to thank the Sailors Union of the Pacific, particularly Brothers Massey and Barlow for their wonderful cooperation. Also Brother Ward of the MFOU.

Book No. 106,
Seafarers' International,
Atlantic District

struction of unionism in the maritime industry, unless the American seamen rid themselves of these leeches.

SEAFARERS LOG

Honor Roll

S.S. Major Wheeler	\$ 2.90	
S.S. Delmar	12.35	
S.S. Beatrice	12.65	
S.S. Arrow (Engine and Deck)	6.50	\$34.40

Furman Mayhew, \$1.00; Lambert Smith, \$1.00; Joe Gallen, \$1.00; Jos. Flanagan, \$1.00; J. Catharth, \$1.00; Theodore Correll, \$1.00; W. Jona, \$1.00; H. R. Senger, \$1.00; B. P. Rees, \$1.00; Tom Jenkins, \$1.00; H. Smith, \$1.00; W. S. Hart, \$1.00; Wm. Blakely, \$1.00; Stan Markowski, \$1.00; Kornelensen, \$1.00; R. Lindle, \$1.00; Ed McGraw, \$1.00; W. Connors, \$2.00; J. Lundgren, \$1.00; Chas. Ricketts, \$1.00; L. O. Schmidt, \$1.00; Holliday, \$1.00; V. Lopez, \$1.00; Thos. Isaksen, \$1.00; Benny Corieia, \$1.00; John Healey, \$1.00; C. Corbin, \$1.00; Jesse Vinson, \$1.00; Sam Watson, \$1.00; J. C. Drumbaugh, \$1.00; L. B. Leyton, \$1.00; C. E. Burns, \$1.00; A. Appfer, \$1.50	\$25.50	\$25.50
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Total \$59.90