

Stalinist Stooges Attempt To Frame-Up Lundeborg

Harry Lundeborg, Secretary of the SUP and acting International President of the SIU, has been hailed into court on the fake charges of misappropriation of Union funds — the REAL charges against Lundeborg are that he is defending the seamen of his Unions against attacks on their living standards and bargaining rights by the predatory shipowners and their Stalinist allies.

Thomas E. Hampson (a notorious Stalinist stooge), Gertrude Houseman and Leila Nollando, all SUP and SIU members, have filed suit in a San Francisco Court charging Lundeborg, not only with misappropriation of funds, but with the use of goon squads and of generally subversive activities (no less)!

The suit was brought by Attorneys George R. Andersen and Herbert Resner—a firm that has defended many a Stalinist when they got in a tight spot.

The cry of "thief" was immediately taken up this week by the labor-hating *San Francisco Chronicle*, *The Pilot*, *The Daily Worker*, and all the reactionary shipowner circles.

The real story behind this move is that during the past two months the West Coast shipowners have been trying to chisel on their contracts with the SUP. With sham patriotism, the owners have been demanding that the seamen make "sacrifices in the interest of the war." What the owners really want is for the seamen to make sacrifices in the interests of their (the shipowners') profits.

Lundeborg has fought every move to break down the Union contracts that the SUP has won. He has insisted that the shipowners shell out part of their huge war profits in the form of living wages for the seamen. He has refused to be frightened or intimidated or stampeded. His Union has backed him 100 per cent.

Unable to beat Lundeborg down by head-on collision, the employer interests revert to an underhanded knife-in-the-back attack. In this new tactic they find the Stalinists their willing tools.

Revealing its true aim, which is to break the SUP-SIU labor Unions, the complaint filed by the Party-line attorneys tries to drive a wedge between the Lundeborg and the rank and file seamen. The complaint appeals to lynch spirit and calls for a SUP convention for the purpose of "removing Lundeborg from office."

The suit attempts to create a war hysteria by charging Lundeborg with being "anti-democratic" in his activities, of sabotaging the war effort against the Axis by fighting labor unity between the CIO and AFL.

Striped of their devious Stalinist logic, these charges add up to the fact that Lundeborg is being put on the spot because his first interest is in seeing that the seamen receive the wages and conditions they deserve.

The Stalinist have been after Lundeborg for years. First, be-

cause they figure that by sabotaging the SUP-SIU they may obtain organizational gains for the NMU. But second, and more important, they are against anybody who places the interests and welfare of the American workers above the interests of the Stalinist clique in Moscow.

Joe Curran, Harry Bridges and Thomas Hampson (small fry) would attempt to sell out every worker in America if they thought it would help Joe Stalin.

As a matter of fact, that is just what the Stalinist waterfront faction has been attempting to do ever since Hitler and Stalin broke up their beautiful friendship.

Step by step the NMU has retreated from its previous (fake) position of trade union militancy. Since the entry of the Soviet Union into the war, and Stalin's reliance on American industrialists for help, the NMU has attempted

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Things You Should Know About Seaman's Income Tax

Here is some more dope on the 1941 income tax payments which are due this coming March. The information was submitted to the *Log* by Joseph W. Finver, a certified public accountant.

An American citizen or a resident alien residing in the United States who earns his income as a seaman must pay a tax on all the money which he has earned in that capacity with one exception, which is, the income which he has earned outside the territory of the United States, if he has been outside of the United States for more than six (6) calendar months.

San Gil 11th Ship Lost on East Coast

Some time during this past week the 3,627 ton freighter, *San Gil* was torpedoed and sunk off the Maryland coast. Two members of the crew were killed and 40 were saved. The exact time and place of the attack has not been released by the Navy.

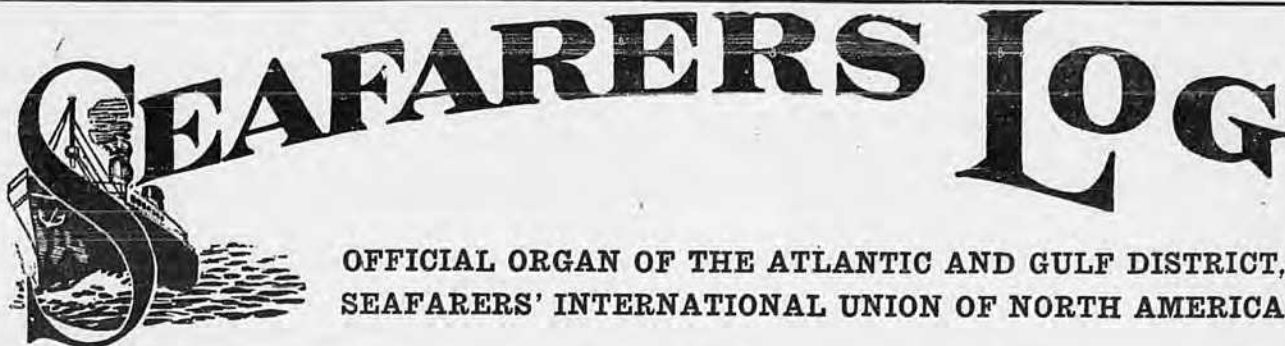
The *San Gil* was owned by the Balboa Shipping Company but was being operated by the United Fruit Company.

The survivors were landed at Lewes, Delaware. This latest victim of the East Coast U-boat

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It is not necessary that the six months be consecutive. Fractional parts of a month may not be added to make a calendar month. Only full months count.

Income is considered earned in the place or places where the person was employed and not necessarily the place where he was paid. An example would be: where a man was at sea for three months and was paid upon his arrival in a United States port; all that income will be considered as earned outside of the United States. Territorial waters are, of course, considered part of the United States.



VOL. IV 266

NEW YORK, N. Y., MONDAY, FEBRUARY 9, 1942

No. 5

WAR BOARD THREATENS MARITIME UNIONS

Battered Price Bill Finally Passes

Washington, Jan. 29.—After close to seven months of wrangling and horse-trading while living costs jumped with every week—Congress finally passed a much amended and rather battered price control bill and obtained President Roosevelt's signature.

As it stands now, the bill provides for an administrator who has authority to license dealers and buy and sell commodities to preserve price levels, but who must share authority with the Secretary of Agriculture over farm prices, and for power to control rents in arms production areas if local authorities fail to act.

Farm prices will be set not lower than 110 per cent of parity, which is an improvement over the inflationary amendment proposed by Senator O'Mahoney, that would have caused food price rises up to 25 per cent and more.

Labor's fight for the bill began months ago in the House. Wage freezing was defeated in the House bill, though their bill so emasculated the original that administration leaders announced they would fight it to the end.

Average commodity prices were

(Continued on Page Four)

Bull Line Gives Up the Ghost

Another coastwise operator has given up the ghost—this time it is the Bull Line which announced the suspension of "what remains of our coastwise service."

It is indicated that several of the Bull ships will be taken over by the Maritime Commission and be placed on other runs.

Bull's subsidiary line—Insular—will continue running to Puerto Rico, the Virgin Islands and Santo Domingo, it was announced.

Bull and Insular ships are manned by SIU crews.

Secretary-Treasurer John Hawk received, this week, a letter from Captain Edward Macauley, Chairman of the Maritime War Emergency Board. Captain Macauley levels some serious charges of misconduct against the seamen and warns that the Navy is ready and eager to place the entire merchant marine under its control.

Macauley's letter may be the opening gun in a campaign to rob the unions of their hiring halls and all collective bargaining rights. The letter should, therefore, be studied carefully by every brother. The text follows:

Mr. John Hawk
Atlantic and Gulf District,
Seafarers International Union
2 Stone Street
New York, N. Y.
Dear Mr. Hawk:

"The Commission is in receipt of many statements reporting loose discipline on board U. S. Merchant Marine vessels and improper behavior of American seamen in foreign ports. I am often forced to defend my belief that our maritime personnel are capable, self-respecting seagoing men who are performing their duty properly, creditably and bravely. The complaints are frequently reiterated, and there seems to be considerable evidence that some of the masters and other licensed officers on our merchant ships are unable to control members of their crews because of threats, real or implied, and fear of reprisals or pressure, which make their work more difficult and might eventually cost them their jobs.

"Last week I attended a meeting of the highest officers of our Navy at which it was again urged that the entire Merchant Marine be taken over and operated by the

Navy under Naval conditions and discipline. I have consistently opposed such action. If we are to retain the manning of our ships by American seamen chosen from union membership through the hiring halls and are to make our ships efficient and of the greatest use to our far effort, steps must be taken to control those elements that have given rise to the complaints above referred to.

"Don't misunderstand me. Having spent a great part of my life at sea and on board ship, I do not expect seagoing men to be angels, but they should be dependable, competent and obedient to orders from proper authorities.

"One or two cases of bad conduct will get more publicity and do more harm to our efforts to prevent the taking over of the merchant marine by the Navy than the favorable effect of 100 cases of exemplary behavior which are not conspicuous. It is therefore of the utmost importance that the unions cooperate to the fullest extent in the maintenance of that discipline that is necessary to the proper and efficient handling of ships.

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ELECTIONS RETURNS IN NEXT ISSUE

The SIU elections for all Union officers ended January 31. Most of the Branches have tabulated their votes and forwarded them to headquarters. However, election rules require double check before the ballots are accepted as official. The final OK'd tabulation will be finished in time to appear in next week's issue of the *LOG*.

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

ADDRESS ALL CORRESPONDENCE CONCERNING THIS
 PUBLICATION TO:
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Facts for Labor Baiters

(West Coast Sailors)

Since June . . . 1940 . . . Labor has increased the output . . . of airplanes by 300 per cent . . . shipping by about 1200 per cent . . . and all tanks by 1500 per cent—reports Chief Biemiller of OPM Labor Division!

Now what we'd like to know is that the Famous Five Per Cent of the American People, who own and control all the natural resources of the country have produced, excepting screaming headlines and tirades against Union Labor—the Truman Report on the profits these anti-labor forces have reaped already is one which is causing a furor in government circles.

The Financial Section of the New York Times of Jan. 22 states: "SHIP LINE'S PROFIT IS ALMOST DOUBLED: \$10,018,362 cleared by American Export in the nine months ended Sept. 30."

We call this to the attention of the weeping shipowners who scream like panthers at having to pay a poor seamen \$150 for loss of his clothes when his ship goes down under him; who fail to acquaint the General Public with the fact that he gets no war bonus, pension or other remuneration from his government for risking his life going to sea; that the only compensation he can get out of it is his wages which he earns, plus added compensation for the additional danger during war times which a government board had to set, because the selfish shipowners force the seamen to fight for every penny he can wrest from their over-stuffed coffers.

Mr. and Mrs. John Q. Public: think this over when next you see the headlines in the papers that "Merchant Seamen are not patriotic"—or the equal charge of some other comrat that the secretary of one of the Seamen's Unions is "holding up the war effort" . . . because he carries out the orders of his membership and refuses to be stampeded into giving up all to the shipowners.

TRADE UNION NEWS

IN BRIEF

UNITED AUTOMOBILE WORKERS and the Mack Manufacturing Company have settled their dispute over wages by accepting the recommendations of the War Labor Board. . . . The last issue of the CIO NEWS did not contain any criticism of John L. Lewis's peace proposals. . . . Detroit stockyard workers rejected Dan Tobin's INTERNATIONAL BROTHERHOOD OF TEAMSTERS as their collective bargaining agent. . . . The AFL BUILDING TRADES will install new defense machinery in Ford's River Rouge plant. . . . The Royal Typewriter Company has signed its first union contract with THE UNITED ELECTRICAL, RADIO AND MACHINE WORKERS. . . . THE UNITED AUTOMOBILE WORKERS

will ask for \$1 a day pay boost and a union shop in the coming negotiations with General Motors. . . . There is a deadlock between the STEEL WORKERS ORGANIZING COMMITTEE and "Little Steel" which will probably be given to the War Labor Board. . . . The TEXTILE WORKERS UNION OF AMERICA won a maintenance of membership and a check-off in its new contract with the Marshall Field Company plant in Spray, N. C. . . . The National War Labor Board has settled the dispute between the MARINE AND SHIPBUILDING WORKERS and the Robert Jacob shipyard at City Island, granting the union its demand for maintenance of membership. . . .



SHIPOWNER: I guess you wish you were in my shoes, eh Jimmy?
OFFICE BOY: Like Hell! The SIU Committee is outside.

UNIONS WIN THE RIGHT TO SUE FOR LIBEL

From now on organized labor doesn't have to sit idly by and take all the slander and mud dished out by the pen prostitutes of the daily press. Next time Pegler opens his foul mouth, or William Randolph Hearst mumbles in his grey beard—labor can slap a libel suit on them. Whether or not the courts will uphold the unions remains to be seen, but at least they have the legal right to bring suit.

This decision was handed down by the New York Court of Appeals. The vote of the Court was 6 to 1.

The decision of the Court was handed down in the \$1,000,000 libel suit brought by Local 3 of the International Brotherhood of Electrical Workers and its 16 officers against the McClure Newspaper Syndicate. The McClure articles accused officers of Local 3 of conducting a racket in passing out jobs on the 1939 Worlds Fair work.

While the newspaper stories failed to mention any specific officer, the court held that union of-

ficials may sue when a libelous statement omits their names but refers to "officers of the union."

The lower courts, which first hear this case, ruled against Local 3's suit on the grounds that labor unions are unincorporated and therefore have no standing in court.

Justice Charles S. Desmond read the Court of Appeals Decision and said, "Labor unions play a large and important role in modern life. We should not require them to assume the form of corporations in order to be recognized as possessing reputations which the laws of libel will protect."

NO RADIO COMMUNICATION EXCEPT IN EMERGENCY

Philadelphia, Feb. 2. — Radio Delaware Capes desiring to transmit traffic at sea is prohibited to all ships other than public vessels of the United States and allied Men-of-war, except for distress traffic and enemy sighting reports, it was announced today in an order of Commander R. P. Guiler, Jr., port director, Fourth Naval District, to all shipmasters, owners and operators.

"The radio apparatus of all vessels arriving from sea at the Delaware Capes," the order said, "shall be sealed by the boarding authorities or after passing the station ship."

"Commercial vessels entering the

Delaware Capes desiring to transmit traffic via radio relative to port business only (docking arrangements) may do so by permission of the boarding officers or immediately prior to passing the station ship.

"The master of any vessel may in case of emergency break the seal of his radio to send messages concerning distress or enemy operation. Whenever such action is taken by the master he will report this fact to the captain of the port or local naval authority as soon as possible and include a statement of the necessity for having broken the seal."

A WORD WITH

Sister Dillon

I made a special trip over to St. Mary's Hospital in Hoboken this week in order to see Brother Fennell. Remember—he was the oiler on the City of Atlanta which went down last month. Well, the doctors wouldn't let me in to see him. They didn't want him disturbed. They say that he is getting along O.K.—so that's all that matters. I hope that Brother Fennell knows that we have been trying to see him. He shouldn't think that the Union has deserted him. We'll never forget our heroes of the deep—both living and dead.

I've been pretty busy over the counter this past week. All the brothers are now rushing to get their port identification cards. It seems the boys even have trouble in getting up the dough for the pictures that go on the identification cards. You know, last week they'll pay off with a roll big enough to choke a horse, and this week they can't get up two bits to have their mugs mugged. I've been slipping the boys a quarter here and there to take care of the picture expenses. And I'll lay big odds that I get paid back too!

Our New York Agent, Arthur Thompson, resigned this week to go back to sea! We all hate like hell to see him go. Those that have worked with "Tommy" know he's a square shooter. He's no crackpot, just a good decent union man.

You read in the Log last week about Brother Mack falling into an empty hold on the Mary. I haven't been able to see him yet on account of his condition, but I'll make another try this week. He fell from the Shelter deck into the empty hold and lit on his head and shoulder. He's pretty badly broken up.

Brother Clarence Norman, New York Patrolman, is on the sick list. He is having trouble with an old wound which he received in the last war. He is too sick for me to visit him, but I hear that he is making some progress. I'll go see him this Saturday and report back to you. I'm sure we all wish him the best of luck.

Brother Williams, who was aboard the Seatrain Texas and helped rescue the survivors of the City of Atlanta, came into the office this week and I showed him the pictures that the New York Daily News had taken of him. He complained that the pictures made him look old. What's the matter Frank, you wanna look like Gable?

P.S. I just heard that Brother Williams was married last week. Maybe he does look like Gable after all.

**Give the seamen—
 GUNS and RAFTS**

What's Doing ...

Around The Ports

PHILADELPHIA

By
H. J. COLLINS

The old port seems dead; we had the Dorothy, Panama City, and the Evelyn here last week, and we had a tough time getting replacements for them, and at that we sailed them all short-handed. As I write this we have only one AB on the list.

I miss a lot of the super militants that used to hang around the hall—you know the kind—always blowing off at the mouth telling everybody that would listen to them that we should do this and we should do that, and when the time comes to do it, they could not be found. But we know where they are at this time; they are working ashore, feathering their little nests. When all the big money is over, they will come back and squawk some more. But I think that the membership as a whole have a squawk coming. They are staying on the ships, getting conditions that we never had before, and also they are sacrificing their very lives to obtain those conditions. So, now is the time to start squawking to keep those super militants that are staying ashore and making all this big money from stepping back into the UNION with a book that is from six months to a year or better in arrears.

These same super duffers have not even taken time out to retire their books. They also forgot that a dollar bill each month out of their big bundle would remedy all their troubles, and when they did feel like coming back, there would be no questions asked. Yes, it is a small price to pay.

Speaking of life boats, rafts and other equipment, it appears to the writer that blood should never be bought with dollars, but good life saving equipment should. I was aboard a ship not long ago and this particular ship had the old-fashioned wooden life boats aboard. I examined it carefully and found that it had been sitting on the boat deck baking in the sun so long that the seams were wide open. When I confronted the responsible party aboard said ship, they started to give me an argument, bluntly telling me that it was none of my business, that that was up to the Steamboat Inspectors.

Well, the outcome of it was, with a slight bit of pressure the boat in question was flooded with water from a fire hose and after pumping water in her all afternoon, all night and half the next day, she was still leaking like a sieve. Of course, we as seamen know all about these type hulks and also that they should be soaked occasionally. But when a ship leaves the dock now and something happens, there is damn little time to be soaking life boats to swell the seams up, so I believe it is in order that when we come across one of these conditions, we should take immediate steps to eliminate same.

Back to the good old Panama City—the prize rust bucket of the

fleet. Through the militant action of the crew we succeeded in getting the life raft shipped in its customary place with the automatic releasing gear attached to same; also automatic controlled switches installed in the messroom amidships. When the doors are opened the lights go out. This is a very good improvement as the men have lights instead of kerosene lamps, and at the same time there is no danger of any lights being visible from the outside.

Well, it seems that their blackouts were more or less successful, with the exceptions of the smoke stack that sparked and flared, which in itself made it a very good target. The company is installing a steam jet in the stack to eliminate this condition.

NEW YORK

By
ARTHUR THOMPSON

This is my last week as an official and, if I have my way, I'll be out at sea before this is published. I'm being pressed by the Draft Board and so far they seem to think I'm needed more in the Army than in the Merchant Marine. I can't understand why they adopt the attitude they do, but many of our brothers who are badly needed on ships are now in the Army.

Maybe when they get our ships manned with enough green horns and Hoffman Island stiffies, they will realize that it still requires a little experience to hold a ship on its course, and it requires men who have been on ships to meet the emergencies which may arise in times such as these. However, I'll know soon enough what my fate will be.

During the three years I've been in office I've acquire an education that money couldn't buy. I've learned a lot about people, such as the ones we're making the profits for, and I think that when I get back, I'll be better able to stand up for the rights seamen should have and are doing their best to get.

I'll be sorry to leave the many friends I've made while here, but I'll be glad to get away from the many headaches and beefs which are a part of this job. And maybe when I return I'll give my headaches to some one else to take care of.

SAVANNAH

By
CHARLES WAID

Shipping in the port of Savannah is still good and from the way it looks now it will stay that way for some time. This port is crying for oilers, watertenders and A.B.'s Jobs are plentiful in these departments, and it really takes plenty of running around town to find men to fill them.

Every day it is the same thing, jobs on the board and me on the telephone and the streets trying to find men to fill these jobs, and believe me when I say the men

are hard to find. Any of fellows holding these ratings who are now standing around in ports where the cold breezes are blowing on jobs in these departments, should drift on down to Savannah where there's spring in the air and jobs on the board.

Had the S.S. City of Birmingham of the Savannah Line here all this week, trying to get men with these ratings to fill jobs on her, and I am expecting two more ships of this company in the first of next week. So, some of you fellows who want to go to work and who hold oiler, watertender or AB certificates, beat it on down here to the port of Savannah.

NEW ORLEANS

By
"ARMY"

During the present time, with Sub scares from all over the coasts, the peak was reached the other evening when one of our better known gas hounds saw one floating around in his mug of suds.

Who was it that started this question "When do we collect our bonus?" It has been a real tough job for the various accounting departments to get caught up on the payments of this dough. Down here they are just now getting caught up on it.

No more bookkeeper in this port, so look out for squalls for a while till we get all the loose end that are lying around squared up. Manuel is working on his new job and must be doing O.K., as we have heard nothing from him.

It is getting around to the time where all members will have to get their Coast Guard passes. Remember to get yours, so that you won't have to run around at the last minute trying to get it.

The beef of the week was on the Alcoa Mariner. When the ship was in Mobile the crew was promised that when the ship got here that the water bubbler which was taken ashore there would be re-installed. Upon arrival, no smoke The deck gang got peeved and gave their notice to quit. Saturday night the sailors walked off the ship, and local Port Captain called the Navy down to the ship.

I got back there around eleven o'clock to find the aforesaid gent blowing his top. After talking to the sailors into going back aboard the scow, this guy seemed to be trying just as hard to talk them back off. If we hadn't happened to have a good gang on deck on this packet, it would have been just too bad, because with the set-up, there would have been a real squawk that might have cost more than we could ever get over.

So here to you, until all beefs are the same as the Pan Orleans—which wants to know how come they are forced to take hens instead of fryers.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA ATLANTIC & GULF DISTRICT

Secretary-Treasurer's Office

Room 213 — 2 Stone Street, New York City
P. O. Box 25, Station P Phone: BOWling Green 9-8346

DIRECTORY OF BRANCHES

BRANCH	ADDRESS	PHONE
NEW YORK	2 Stone St.	BOWling Green 9-8346
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MIAMI	1348 N.E. First Ave.	Miami 2-2950
SAN JUAN	8 Covadonga St.	San Juan 1885

TAMPA

By
D. L. PARKER

This past week has been a hum-dinger. It seems to me that all of the Waterman and Bull Line ships are coming in at once, and bringing all the beefs here. Oh well, we do the best we can with the tools we have at hand. Goat Head Simmons and I are working about eighteen hours a day, trying to get replacements for these scows. And then they go out short-handed.

From what I can understand, the Bull Line is discontinuing the service down here. The Navy is taking over most of their ships. Well, that will be a relief to us here, as we can't ever get anyone to ship out on them.

Well, fellows, the election is over and I suppose that you will hear quite a lot of wailing and gnashing of the teeth from the ones that did not go to the hall and vote, condemning the officials that were elected. The only thing that I can say is that they had two months to do their duty towards voting for the one that they wanted in office.

Well, lads, here is some good news. The Commie Hall here has closed due to the fact that they have no ships coming in here. That's to damned bad, eh?

You know something, this Florida sunshine must have a queer effect on the boys that come down from the North, or maybe it is this Block and Tackle whiskey or beer that they drink. For the last three weeks every ship that comes in here, the Black Maria does a land office business giving the boys a free ride to the Jug.

The Madison Square Garden has moved from New York to the Anchor Bar here in Tampa. If you don't believe that, come down here and see for yourself. Looks as if this war has started the lads to practicing on each other. But then, a little workout keeps the boys in condition.

NOTICE FOR ALL ORE SEAMEN

The Ore Seamanship Company has transferred all records to its home office. Any back wages or bonuses should be collected at Sparrows Point, Baltimore, Md.

Give the seamen— GUNS and RAFTS

Southern Court Revives Injunction Against Strikers

Miami.—An injunction characterized by a union lawyer as "involuntary servitude" has been issued by Circuit Judge George E. Holt against Negro longshoremen who conducted a sympathy strike.

The Florida Supreme Court has denied a union petition to stay enforcement of the writ, and an appeal has been filed by Carrington Grambling, attorney for the workers.

The writ ordered the longshoremen to load trucks of the non-union Collins Transport and Trading Co. After union teamsters (AFL) had established a picket line in front of the firm, the longshoremen, who belong to the Intl. Longshoremen's Assn. (AFL), refused to touch the company's trucks.

Holt first issued an anti-picketing injunction against the teamsters and then commanded the longshoremen to load the trucks. As soon as the Florida high court refused to lift the second injunction, Holt imposed 30-day jail sentences and \$500 fines for contempt of court on Local ILA Pres. Judge Henderson and Business Agent Charles Lockhart.

Vinson Bill to Register Unions

Washington, D. C.—Acting with unaccustomed speed, Chairman Vinson of the House Naval Affairs Committee this week offered a bill in Congress providing for federal registration of labor unions.

Vinson, a southern poll taxer elected by a fraction of the residents of his district, expressed alarm at the growth in trade union resources—which are actually a drop in the bucket compared to the super-profits bared by the Naval Affairs report. Labor has opposed registration of unions on the basis that it will be used to curb the rights of workers.

Vinson's bill was so worded as to come under the Constitution's commerce clause, thereby removing it from the jurisdiction of the House Labor Committee and giving it to a more reactionary group for consideration.

Mates and Engineers Hold Conventions

The MEBA and the MM&P have just concluded their annual conventions, held this year in Washington, D. C.

Each organization reported encouraging membership gains last year, and the planting of the union banner on many ship lines that had been non-union before. The organizations laid plans for further organizational drives during 1942. The new campaigns will be pressed on all coasts, on the Great Lakes and on inland rivers.

At the Masters, Mates and Pilots meeting, both of the union's veteran chiefs—President J. J. Delaney and Secretary-Treasurer J. J. Scully—were re-elected, and their new term was extended to two years as against one-year terms in the past.

Vice-presidents elected are: H. F. Strother, San Francisco (for inland members); C. F. May, San Francisco (for off-shore members); Denis McCarthy, Boston; H. Martin, New York; B. T. Hurst, Norfolk; J. T. Thompson, Savannah; Stanley Barr, Detroit, and George Haviland, New York (for apprentice members). In addition, C. B. Dibble, Philadelphia, and George Healy, Buffalo, were named trustees.

Delegates also voted a drive for standard agreements on all ocean-going vessels on each coast—Atlantic, Pacific and Gulf. Now, contracts are being entered into with individual lines.

Other resolutions called for: Congressional legislation to place diesel and power boats under the same Federal inspection regulations as steam vessels; a raise in membership dues, and a change from annual to biennial conventions, the next to be in San Francisco in 1944.

At the Marine Engineers' meeting, no elections were held in accordance with the union's "skip-stop" practice of naming officers at alternate conventions.

President Samuel J. Hogan and Secretary Albert L. Jones automatically continued in office and each was voted an increase in salary. Reports were approved lauding their stewardship of the union during the past year.

In deciding upon redoubled organizing efforts during 1942, the convention voted to keep full-time representatives on the job on the Great Lakes and inland rivers, as well as on all coasts. Many ore, coal and grain boats on the Lakes are still unorganized, and attempts are to be made to extend the union flag to these ships hundred per cent.

Delegates voted to seek revision of Federal regulations, so that civilian engineers on vessels of the U.S. Engineers' Corps receive subsistence and quarters without reduction in pay, as is the practice on all privately owned vessels.

Next year's convention was also set for Washington—beginning the third Monday in January.

**Give the seamen—
GUNS and RAFTS**

SEAFARERS' LOG

HONOR ROLL

W. Bielevich	\$1.00
W. Miller	1.00
J. Cole	1.00
W. Brown	1.00
A. Kazikowsky (Cigarettes Fund)	8.00

TOTAL \$12.00

MORE ABOUT

Lost Ships

campaign brings to eleven the number of American ships lost. The eleven ships had an aggregate tonnage of 74,896 and the total number of lives lost reached 349, 57 of which were SIU men.

According to the survivors the ship sank at night after having been hit by two torpedoes and eleven shells from a five-inch gun. The survivors also agreed that they owed their life to Radioman Robert L. Thorp. When his normal antenna came crashing down with the impact of the first explosion, Thorp managed to rig up a temporary antenna on deck and then flashed the SOS signals before the ship sank.

The skipper of the San Gil told reporters that only two life boats were able to get away, the others having been smashed by gun fire.

"We had just pulled clear when the submarine began to shell the vessel from a range of about 1,000 feet," the skipper said. "We lay there while the sub fired fifteen shells. Four missed, but the other eleven made a wreck of her. It was just about 12:50, almost an hour after the first torpedo had struck. Finally the ship began to quiver and sagged. Then she slipped under."

Both victims of the attack were members of the black gang. They were Beaumont Barbe and Secondino Castro.

Notice for the Crew of S.S. Ponce De Leon

Members of the crew who paid off in Norfolk, November 7, have first-class transportation and subsistence coming to them, providing they did not return to work before November 12.

To get the money, write to Captain Steward, Waterman Steamship Company, Mobile, Ala.

MORE ABOUT

WAR BOARD LETTER

(Continued from Page One)

"Ships' delegates should be most carefully chosen and impressed with the importance and responsibility of their positions. By example and advice these delegates should influence and control recalcitrant or non-cooperative individuals who by thoughtless or ill-chosen conduct or attitude may reflect discredit on the maritime labor movement to the detriment of its independence, progress and perpetuation.

"If the Maritime Commission, the Maritime War Emergency Board, and the Maritime Unions are to cooperate successfully in these critical times, as we should, then you must exert every effort to put the organized maritime labor movement in the high position in which I believe it belongs. If we are to preserve the improved working conditions and advantages the maritime unions have gained in the past five years, it is up to you to see that not only some but all of its membership are responsible and disciplined, a credit individually and collectively to that movement and to our nation.

"The adherence of the Maritime Unions to the Statement of Principles agreed upon at the

MORE INTERNED FRENCH SHIPS ARE SEIZED

The Maritime Commission announced today that eight French merchant ships laid up in American ports would be operated by American companies.

Under the ships requisition act, the commission will acquire possession of the idle ships and use them on a charter basis. Since French funds in this country are frozen, the charter fees will be impounded and turned over to the French owners at some future date.

Six of the vessels are freighters and two are tankers. The ships, their gross tonnage and present location, follow: Fort Royal, 3,485, New York; Michigan, 6,419, New Orleans; Touraine, 6,589, tanker, New Orleans; Sheherazade, 13,467, tanker, Mobile; Vannes, 2,609, Los Angeles; Wisconsin, 8,062, Los Angeles; Alencon, 2,327, San Francisco; Nemours, 673, Cristobal.

Several other French ships, including the liner Normandie, were taken into protective custody by the Coast Guard some time ago. The Normandie has been acquired by the Navy. There has been no announcement as to the disposition of the other ships.

Limeys Are to Get Sick Pay, But—

(ITF)—British seamen who are forced by illness to leave ship in foreign ports will receive special payments for a maximum period of twelve weeks, according to an agreement just approved by the national Maritime Board of Great Britain. The special payment consists of the regular wages of the men and an additional "differential" amount. War risk bonuses and health insurance payments are excluded, however.

MORE ABOUT

Stalinist Frame-Up

(Continued from Page One)

to suppress any seamen demands that might bring them in conflict with the employers.

The NMU officials have even gone so far as to attempt to impose compulsory labor upon the seamen!

The recent revision of shipping rules forced through the NMU by the Stalinist leadership, requires NMU men to immediately re-register for shipping when they hit the beach after a trip. They are given a graduated leaway of a few days rest, depending upon the length of their last trip. Failing to ship out again—almost immediately—the seamen are to be brought up on charges and must defend themselves before a Stalinist trial committee.

This amounts to compulsory labor!

No employer should have the right to tell a seaman he has to work. It is the inalienable right of all working stiffs to knock off when they want to. Yet—here is an outfit that calls itself a trade union pulling the same Fascist tricks.

No wonder the Stalinists hate Lundeberg. It's pretty difficult to impose this straight-jacket on the rank and file NMU seamen when they see the SUP-SIU men still enjoying trade union democracy. Lundeberg leads the fight against the shipowners for the seamen. The NMU bureaucrats lead the fight against the seamen for the shipowners.

The frame-up charges against Lundeberg were scheduled for a hearing before Superior Judge Schonfeld of San Francisco last Friday morning. As the Log goes to Press we have received no word of the results of the hearing. Whether Judge Schonfeld upholds Curran-Bridges-Hampson & Company or not, the final decision will not be written in that court room. It is the rank and file seamen themselves that will eventually hand down the verdict. The NMU phoney may get away with things for a time, but the men will catch up with them sooner or later. Seamen have a habit of dumping false leaders.

Will Lewis Quit CIO? He Refuses To Tip His Hand

Washington, D. C.—Will John L. Lewis attempt to lead the United Mine Workers Union out of the CIO?

That is the question stirring labor circles ever since the CIO trampled all over the Lewis labor peace proposal. CIO ranks also were agitated by these additional questions:

Will Lewis stop paying per capita tax on the U.M.W. to the CIO, amounting to \$360,000 a year? Will he demand immediate repayment of U.M.W. loans amounting, perhaps, to several millions? Will he continue to pay Philip Murray \$18,000 a year as a U.M.W. vice-president?

Lewis remained strictly silent and deaf to all such newspaper queries.

PERMITS REVOKED:

Joseph B. Fontenelle	No. 3983
Stanlon L. Grive	No. 3829
John P. O'Donohue	No. 4140
George Van Dick	No. 3953

MONEY DUE

Earl Mansfield and Leslie Jackson have \$8.55 coming from Eastern Steamship Company, Pier 25, North River, New York.

DO NOT SHIP