

NMU "LEADERS" FINK ON SEAMEN!

SECURITY
IN
UNITY

The Seafarers' Log

Seafarers' International Union of North America
Official Organ of the Atlantic, Gulf and Great Lakes Seamen

BROTHERHOOD
OF THE
SEA

VOL. II

NEW YORK, N. Y., TUESDAY, JULY 9, 1940

446

No. 6

Out of Their Own Mouths A Record of Betrayal!

All seamen should be made aware of the monstrous swindle perpetrated by the "leadership" of the NMU in foisting lower wage and overtime standards on the seamen under their control. There is more involved than just the betrayal of the NMU membership. It is a matter of common knowledge, to those familiar with the history of the labor movement, that lower standards in one section of any particular industry, inevitably creates a powerful tendency for employers to stabilize wages and working conditions along the lowest established level.

For Union Wage Standards

Labor unions have confronted this condition, particularly where an important section of the industry remained unorganized, and have striven to overcome the danger by extending organization to the entire industry in order to stabilize wages and conditions ALONG THE HIGHER LEVEL. In order to prevent this, employers have used many devices not the least of which is the company union which functions as a tool of the employer in preventing the imposition of top union wages and conditions. Company unions are known as fink agencies because they serve to break down the higher levels established by bona-fide labor unions, and serve in the interest of the boss; instead of the workers whom they are presumed to represent.

Menace to All Seamen

Thus, the action of the leadership of the NMU in establishing sub-standard wages and working conditions in an important section of the industry, constitutes a serious menace to ALL seamen. Such action can only be designated as that of FINKS who serve the interest of the shipowner instead of the membership they are supposed to represent. How was it possible for Curran and Co. to put across their sell-out on men, many of whom walked the picket line in the struggle for conditions? They had to cover up their tracks with a formula which could be made to appear reasonable to at least a section of the membership. With the aid of their machine which terrorizes and intimidates the opposition, the program was shoved down the throats of the membership. It would be instructive to examine this "formula for betrayal!" In doing so, we will use direct quotations from the official organ of the NMU Pilot, and from official minutes of NMU meetings.

Formula for Betrayal

In the May 3, 1940, issue of the Pilot, the NMU negotiating committee composed of Joe Curran, H. McKenzie and W. Currott, reported that they had reached an agreement with the American Merchant Marine Institute, regarding wage increases. Section 2 of the report stated:

"The Union also demanded an increase in the overtime rate. However, the increase in the overtime was waived on the basis THAT THE PRESENT BONUSES of \$30 to the Mediterranean and \$40 to Bilbao, Spain, would remain in effect."

In order that there would be no mistake about WHO "waived" the increase in overtime, the article amplified this point by stating:

"The Union also agreed to waive its demand for an increase in the overtime rate on the basis THAT THE PRESENT BONUSES for \$30 to the Mediterranean and \$40 to Bilbao, Spain, would remain in effect."

This was the "formula!" To sacrifice the ten cents per hour increase in the overtime rate in exchange for a bonus—which by Curran's own admission, was already in effect! It was presented to the NMU membership on an EITHER-OR basis! EITHER the overtime increase, OR, the bonus. They were to trade something they already had, for... FOR!...

(Continued on Page 4)

Pilot Announces \$2.50 Sellout in Midst of S. I. U. Negotiations

FLASH!

The addendum to the agreement with the A. H. Bull Steamship Co. was signed today after being approved by a majority of the membership in the branches and aboard the ships. The agreement provides for an increase of \$7.50 per month plus 10c per hour in overtime on the coastwise run, and \$10 per month plus 10c per hour when the ships sail on a foreign voyage.

MEMORIAL MEETING HELD!

Pacific Coast maritime unions observed the July 5th memorial in honor of those maritime workers who died in the struggle for union organization on the Pacific Coast in the historic 1934 strike. In the port of New York, the Sailors Union of the Pacific and the Pacific Coast Marine Firemen declared an official July 5th holiday and held a memorial meeting at the West Coast hall at 105 Broad St., which was attended by over 200 Sailors and Firemen.

On the first memorial day in July 1935, Harry Lundberg, then president of the Maritime Federation of the Pacific, voiced the sentiments of the West Coast maritime workers in commemorating their honored dead, in these words:

"On this day, July 5th, we pay tribute to those Brothers who made the supreme sacrifice... Brothers DAFFRON, LINDBERG, HELLAND, WILLIAMS, BORDOISE, SPERRY, PARKER, KNUDSEN and MORENCY."

"These slain brothers of ours must not have died in vain. We must not only perpetuate the names of these heroic martyrs, but we must carry on the fight and demonstrate to the world that we stand ready to defend our Unions and the conditions we have won. We will continue stronger than ever; the fight for better conditions; the fight for which our nine fellow workers laid down their lives."

BULL LINE RAISES FINAL OFFER TO \$7.50 PER MONTH 10c. PER HOUR OVERTIME!

Report NMU Ready to Man Coastwise Ships
If SIU Strikes for Wages and Conditions

The SIU negotiating committee met with the officials of the Bull Line last week, on the union's demand for an increase in the wage and overtime rate. Our demand was for the regular \$10 per month raise, plus the 10 cents per hour in the overtime rate. Having previously concluded successful negotiations for the ten and ten with other coastwise operators; namely, Seatrain, Range, Waterman, C & G Lines, etc., the SIU committee was determined to gain a similar increase in the Bull Line, one of the largest of the coastwise operators.

A Stab in the Back

Negotiations were proceeding satisfactorily, backed by the support of the Bull Line crews, when like a thunderbolt the Pilot came out with an announcement that the NMU "leaders" were recommending that their membership accept a \$2.50 per month increase from the coastwise lines under NMU agreement, WITH NO INCREASE IN OVERTIME! The Bull Line officials immediately seized upon this rotten sell-out and confronted the SIU committee with it. **KNOW THIS, YOU MEN ON THE BULL LINE SHIPS! YOU WERE STABBED IN THE BACK IN THE MIDST OF A STRUGGLE FOR HIGHER WAGES AND CONDITIONS BY THE ROTTEN CURRAN CLIQUE WHO RULE THE ROOST IN THE NATIONAL MARITIME UNION!**

No. 1 Finkherder

After this occurred, the union committee was unable to make any further progress, despite the splendid support from the crews. The company stiffened its attitude, and it appeared as though the crews would have to take action to enforce our demands. To add insult to injury, we learned from a reliable source that the officials of the NMU had informed the shipowners that if the SIU struck the coastwise ships, the NMU would furnish crews and sail the ships! It won't be long before Curran puts out his shingle as scab-herder No. 1 for the shipowners.

Final Proposal

However, the SIU was not to be frightened by fink-herders into "waiving" our demands and continued the

pressure for an adjustment of the wage and overtime increase. Finally the Bull Line came through with an offer of \$7.50 per month increase in wages, plus 10 cents per hour in overtime and announced that this was their final offer. Under the circumstances, the committee felt that it would be unwise to strike the ships for the additional \$2.50 and tie up around 24 ships in what might prove to be a costly struggle. They therefore submitted the proposal to the membership for ratification with a recommendation that it be accepted. A number of ships have already voted on the proposal and have accepted it. The final results of the ballot will not be known until later.

(The report of the SIU negotiating committee is printed elsewhere in this issue.)

Published by the
**Seafarers' International Union
 of North America**
 Affiliated with the American Federation of Labor

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

**Atlantic District
 HEADQUARTERS**

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

BRANCHES

Boston333 Atlantic Avenue
 Providence465 So. Main Street
 Philadelphia6 North 6th Street
 Baltimore14 North Gay Street
 Norfolk60 Commercial Place
 San Juan, Puerto Rico8 Covadonga Street

**Gulf District
 HEADQUARTERS**

New Orleans309 Chartres Street

BRANCHES

Savannah218 East Bay Street
 Jacksonville136 Bay Street
 Tampa206 South Franklin Street
 Mobile55 So. Conception Street
 Texas City105 - 4th Street N.

**Great Lakes District
 HEADQUARTERS**

Detroit1038 Third Street

ADDRESS ALL CORRESPONDENCE CONCERNING THIS
 PUBLICATION TO:

"THE SEAFARERS' LOG"

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

Honor Roll

S.S. DELMUNDO (Crew)	\$ 8.50
S.S. PAN ATLANTIC (Crew)	26.00
S.S. BELLINGHAM (Crew)	6.00
S.S. PAN KRAFT (Crew)	3.00
S.S. HASTINGS (Crew)	7.75
S.S. KOFRESI (Crew)	8.80
S.S. SACCARAPPA (Crew)	1.50
S.S. DELPLATA (Crew)	6.10
S.S. MARSADOCK (Crew & Officers) ..	13.00
Joe Barone	1.00
G. F. Hickey	1.00
Fred Sorenson	1.00
M. J. Kennedy	1.00
A. Kaiser	1.00
TOTAL	\$85.65

The following is a list of men
 who have donated to the Seafarers'
 Log:

S.S. Pan Atlantic	
Watson	\$1.00
Gichenko	1.00
Gabaree	1.00
Oliver	1.00
Larson	1.00
Brinkman	1.00
Crawley	1.00
Rockford	1.00
Jordan .....	.50
Kostegan	1.00
Smith	1.00
Viton	1.00
Penton	1.00
Schnider	1.00
Bryant	1.00
Maxie	1.00
Austin	1.00
Hill	1.00
Ficklen	1.00
Norfleet	1.00
Clemmons	1.00
Henderson	1.00
Abe	1.00
Mr. Shortmann	1.00
Mr. Burns	1.00
Mr. Botts .....	.50
W. H. Mahler	1.00
Total	\$26.00
S.S. Pan Kraft	
Reynolds, D.	\$1.00
Moates	1.00
Moore, L. B.	1.00
Total	\$3.00
S.S. Hastings	
Mitchell, P.	\$1.00
Jensenius, J. ....	.50
Holcombe .....	.50
Hester, W. ....	.50
Total	\$3.00
S.S. Kofresi	
Foster, E.	\$.50
Thomas, R.	1.00
Jones, J.	1.00
Bishop .....	.50
Scott, O.	1.00
Bray, T. ....	.50
Kimball .....	.50
Beattie .....	.50
Rutherford .....	.50
Durant, W.	1.00
Lindsey .....	.50
Lawrence .....	.50
Demouy .....	.50
Total	\$8.80
S.S. Bellingham	
Hewett	\$1.00
Gallagher .....	.50
Walters, B. ....	.50
Walters, A. ....	.50
Betancourt .....	.25
Rivera .....	.25
Malloy .....	.50
Blackwell	1.00
Moore, J. ....	.50
Baker .....	.50
Anderson, J. ....	.50
Total	\$6.00
S.S. Delplata	
S. E. Corker	\$.50
E. Bailey .....	.60
C. Piedra .....	.50
Total	\$1.50

S. S. Seakay Good Ship- Odd Crews'

Several members of the union (SIU) have sailed on the good ship Seakay since that ship came out of the yards a little over a year ago. The Seakay is just about what we have all been fighting for as far as living conditions are concerned, but those several members all agree on one thing—crews of the sort employed by the office of the Keystone Tankship Corporation (not much union men; men from back in the Jersey sticks; potential scabs, etc.) would spoil and ruin completely any conditions given or gained on the ship.

Strange Character!

The chief and first assistant are willing to concede almost anything, and anything reasonable—in the way of conditions and overtime, and the men in the crew of the black gang are reluctant to take anything given them for fear it might make some one (typist or less) in the office think that they are demanding too much.

Then there is the character, in the black gang, who tells you, if you get a little mad at him, that you had better leave him alone—because his relatives work in the office.

Phoney Books

You will also find quite a few men who are very, very aggressive organizers—for the NMU. That is, they were until the NMU lost the NLRB election—and so badly, too. Now, those same aggressive organizers are very loud in letting everyone know that they voted non-union.

There were only two men on the ship with SIU books, and 95 per cent of the crew with \$1.25 books. They took these books, for the most part, because they were convinced that they would have to get off of the ship in case the NMU won the election, and the NMU had those country boys scared to death that they would lose their jobs.

Brass Buttons

The food is fair, but could be a lot better if some of the so militant men would get after the steward. The steward wears his blue and brass uniform on duty and worships no god but the port steward.

It is too bad that the crew of S.S. Seakay are like they are—because, without crossing the captain, some of the mates, the chief, first assistant, and most of the rest of the engineers, conditions could be gained that would be second to none in the whole shipping industry.

G 80.

J. Butler .....	.50
J. Savocca .....	.50
E. Lane .....	.50
L. Kelley	1.00
E. Demaree .....	.50
T. Keyser .....	.50
C. Trolson	1.00
Total	\$6.10

S.S. Delmundo	
McRobinson	\$1.00
R. Butler	1.00
A. Witulski	1.00
H. Rustcher .....	.50
J. Lyons .....	.50
J. Gollmer .....	.50
G. Davis .....	.50
J. Martello .....	.50
Alliston	1.00
J. Campbell	1.00
T. Landa	1.00
Total	\$8.50

S.S. Saccarappa	
Lopez	\$.50
Gohr, J. ....	.50
Isaksen, T. ....	.50
Total	\$1.50

UNION BUSTING

P&O Facing Charges of Unfair Labor Practice

Whenever the NMU Pilot comes out boasting of another "victory," it's a sure sign that the seamen are being sold down the river. Every "victory" for Curran and Co. spells DEFEAT for the men that sail the ships. Nowhere is this more evident than in the recent pronouncements of the "victory" of the NMU in the P & O Line. First, it is necessary to establish the fact that the P&O is facing charges of unfair labor practices filed by the SIU and cannot sign an agreement with any one until a hearing has been held on these charges.

Fink Called In

The SIU has accumulated a mass of evidence proving beyond reasonable doubt that the P & O Line deliberately provoked a strike in order to break their agreement with the SIU, and then spent thousands of dollars to break the strike and set up a company union. When the SIU got the dope on the company and hailed them before the Board to answer the charges, the NMU was called in to do the dirty work for the P & O and gladly offered their services as a fink agency to protect the P & O from bona fide unionization. It would be instructive to examine the history of this affair.

SIU Cracks P & O

The SIU was the only labor union ever to negotiate and sign an agreement with the P & O which gave the men decent working conditions and wages. FOR THE FIRST TIME IN HISTORY, the company was forced to live up to the letter of the agreement and was stopped from discriminating against the men for engaging in union activities. When the company found that they couldn't run the SIU like they had unions in the past, they set about to destroy the SIU and regain control over the men through a company union.

Union Busting Outfit

The first thing they did was to stall on negotiations when our agreement had expired and through their stooges, provoked a strike at a time when the negotiations for a new agreement were practically concluded. The men pounded the bricks for about 60 days during which the company dodged all attempts to settle the dispute through negotiations. Large sums of money were spent to discredit the officials of the SIU and start a "back to work" movement in the usual union-busting style of labor haters throughout the country.

Can't Buy Immunity

At the same time, the P & O demanded of William Green that he remove the SIU from the State of Florida. They were informed that the SUP was the parent body of the SIU and that they would have to deal with Lundeborg. The company sent one of their stooges to Lundeborg, demanded that the Gulf officials of the SIU be removed, so that the company could regain their control through a company dominated union. Lundeborg informed them that they were dealing with a bona fide labor union that could not be bought off and that the SIU was here to stay!

Use Labor Spies

The company then resorted to their main weapons—the labor spies and the courts. Evidence is available that paid hirelings of the company were spreading confusion among the men. An injunction was procured through the political connections of the com-

pany forbidding the SIU from picketing the docks. Then the company ran announcements in the paper, telling the men to come back to work as the strike was off, and with help of the hired stooges, succeeded in stampeding some of the men to the ships.

Form Company Union

The next step was the formation of an "Independent Union" completely controlled by the P & O officials. The men were terrorized and intimidated back into slavery. If a man dared to utter a protest, he lost his job. The company openly boasted that they had not only broken the strike, but the morale of the men as well! They thought they had us licked and said that the SIU was finished in the P & O fleet. They failed to take into consideration the fact that the SIU with 20,000 men on both coasts, enjoying the best contracts, wages and working conditions in the industry, would not take their phoney moves lying down.

Charges Filed

Before the company knew what was going on, the SIU had secured a mass of damaging evidence against the P & O and slapped a charge of unfair labor practice against the company before the NLRB. We were able to prove that the company was guilty of a gross violation of the law. When the SIU filed its case against the company in January, 1940, a representative of the NLRB went to the NMU and asked them if they had any claims or charges to offer against the P & O. The Board was informed by Jones and Whalen that the NMU had no claim and could not muster more than seven or eight members in the entire P & O fleet. This can be verified by the records in the NLRB office in New Orleans.

Offer to Compromise

The SIU then undertook a campaign of organization on the P & O ships, exposed the phoney company union set-up and showed the men who was responsible for depriving them of the decent wages and conditions that were theirs under the SIU agreement. The P & O, learning that we had the goods on them, tacitly admitted that they were guilty of destroying the union by offering to compromise with the SIU. Several proposals were offered by the SIU and the company which were rejected. The union decided to push the case before the NLRB. The P & O realizing that they would be convicted signed a proposal for a settlement with the SIU, but we soon learned that this was done to create the impression that the company was acting in good faith while all the time the underhanded scheming went on to prevent real unionization of the P & O fleet.

P & O Invites NMU

Nevertheless, the SIU went through with their side of the proposal and met with the men from the P & O fleet to explain our position. UP UNTIL THIS TIME THE NMU HAD MADE NO ATTEMPT TO CONTACT

(Continued on page 4)

What's Doing—

Around The Ports

TEXAS CITY

Texas City, Texas
June 29, 1940

Editor, Seafarers' Log

Dear and Brother:

Things are booming down here this week, nine men shipped, two Seatrain in and out, the Margaret and the pride of the Atwaters, the Wm. C.

Next week should be fairly good also as the Phila Navy Range Line) should be back down here.

The Herman Frasch came in and took a couple of O.S.

We now have a few of the boys lying around here, and it is the best thing that has happened yet in this port, the members seem to think that this port is not a good spot to hang out in, well, this will show that she is. Once the boys get established around here and with the Seatrain work every week, this will be one of the best.

The master of the Margaret tried hard to bother everyone this last week, trying the old stuff that a seaman can't pay off in an American port, here's the score on this thing.

The Deck Dept. decided that they wanted to pay off at 5 o'clock on Tuesday afternoon. Next day at 3 o'clock the master called all hands up midship and asked each one, will you stand by to sail the ship. The answer was no, we have given the required notice and we want to pay off, so the deck gang came ashore. Gangway watch was stood till midnight, so that all hands carried out all orders except they would not sail as they had quit the ship.

Next morning the inspectors were called and set around the ship till afternoon, then returned to Galveston. The only charge possible was that the men did not give the required 24 hours notice. The crew was in the right, as there was no sailing board posted till Wednesday morning around breakfast time.

The SUP fought this same case out a few years ago on the Inter-coastal ships, and the law stated that an American seaman can demand and get half his wages in any American port if he is on articles or not quit.

So, this crew was completely in the clear and after the inspectors were called off and the company agreed to reopen negotiations in New York, they sailed the ship.

Did you ever try to get a D.C. ice box in a hurry for a ship? Try it some time; The Wm. C. Atwater came in needing one and I've lost ten lbs trying to dig one up. It's no question of the company not putting it on the ship, it's just a question of finding one to put on. The springs in all the bunks are being fixed and new mattresses and pillows are going on. The steward is replacing the silver, and the dishes are being put up to the mark. Also, the coal burning fireman on this tub wanted a water cooler in the fire-room, this is also being put in.

So, all in all, plenty of action; who the hell said pie-card.

Steady as she goes.

A. W. Armstrong.

TAMPA

Tampa, Florida.
July, 2, 1940

The Seafarers' Log:

Paddy Whalen, Blackie Myers, and Frank Jones are still around attempting to further befuddle and confuse the men in the P & O of the true facts concerning them, the company and the SIU, and trying to sell them out of a good contract, already signed for by the company, just for a few lousy bucks to fatten the coffers of the NMU, and in return giving them a \$1.25 book that is no good to them and which they couldn't ship on if they ever got on the beach.

These "Three saviors of American Seamen" are working in the usual Commy style, sitting back in the background and having their stooges and men they have pumped up with their dirty, rotten lies and propaganda to do their talking and organizing and spread their pre-arranged crap.

Whalen and his comrades are trying to peddle "A Good Contract" and "Protection" to these men. The men sailing the P & O ships know from past experience and don't have to be told that the P & O S.S. Co. has been one of the toughest companies on the Coast to get any kind of conditions out of.

The SIU and the men on these ships have this company over a barrel good and tight for the first time in history, and the company is forced to give these men a good contract **SUITABLE TO THE MEN ON THE SHIPS WITH 70c AN HOUR OVERTIME**, providing the men will take it.

What contract could suit you better than one of your own making? What and where could you get better union protection than from a union that can force such conditions from a company like this?

The NMU will never be able to force such a proposition from the P & O or any other company. They never have.

The fellows on these ships better wake up and do a little thinking for themselves, otherwise they're going to wind up behind the eight ball, and you can bet your bottom dollar that neither Paddy, Blackie nor Frank will be there with them.

Fraternally,

J. S. White.

BOSTON

Shipping good for Deck and Engine Departments!

The AFL Fishermen's Union finally won their strike after three months on the picket line. Continuous picket lines were maintained for the duration of the strike.

The Marine Hospital that was formerly located in Chelsea has moved to its new location in Brighton.

One hundred potential finks arrived in Boston on the S.S. American Seaman, to be stationed at Gallup's Island, the Maritime Commission's Fink Training station.

In lieu of overtime on board the Merchants and Miners ships are paying all hands off with ice cream!

Vincent J. Yakavonis.

PHILADELPHIA

Phila., June 27, 1940.

Tom Kerry, Editor
Seafarers' Log

Well, Brothers, Collins is on his well earned vacation. We sure hope he has a pleasant one. I imagine it will be pleasant even if he merely stays home for the entire week, because he will at least get away from those bees for a while. This in itself is a vacation. I have a feeling that he will miss his opportunities of getting conditions and such for the crews from the shipowners. He has never forgotten how much the shipowner has taken from us, and delights in being able to gain at least some of them back.

Brother Buckman is acting as patrolman, and is doing a splendid job of it. Jack Warner is around again after a lengthy sojourn on a tanker. The gas didn't seem to affect him any. Wimpy Gillis interrupted me just at this point to ask me for a match. Every time Wimpy comes around, you can bet you will be touched for something. He just can't help it, as it is an intuition with him.

We have more than enough men on our shipping list now for the normal amount of jobs that seep through this port, but I think when the new Seatrain ships a crew, our list will be very depleted, especially the rated men. According to the dope, she will ship a crew about the 6th of July or earlier.

Although we had no chance to vote on the agents' conference, due to lack of a quorum, the members around here think there are many very constructive proposals recommended to the membership.

The Republicans are holding a convention in this fair city, and William Green, President of the AFL spoke to the gathering a spell. Right now they are fighting amongst themselves to see who will nominated for the Presidency. According to newspaper reports on the convention, they are fighting each other tooth and nail for this honor. It would do some of those politicians good to follow the example of the SIU in conducting their conventions. I can't imagine any chase for harmony and good government when these delegated leaders can't agree amongst themselves, but this is politics, or maybe I'm dumb.

The Seafarers' Log is a very popular paper amongst our members. Every ship I visit there is always a discussion on ways and means to keep up its publication. Every crew pledges itself to make a donation for its upkeep. This is the kind of spirit that makes for good union men and a strong union. Keep up the good work, Brothers, your efforts are more than appreciated.

Fraternally yours,
Joseph Flanagan, No. 542

MOBILE

Mobile, Ala.
June 26, 1940.

Editor, Seafarers' Log.

Dear Sir and Brother:

The first of the five ships that the Waterman S.S. Company recently purchased, the Yapalaga, has arrived here in Mobile. She will undergo extensive repairs and ship a crew approximately six weeks from now. The other four ships will be towed over from New Orleans shortly to undergo repairs also.

The S.S. Saccarappa arrived here yesterday morning from Mediterranean ports and paid off. There was quite an argument relative to transportation which was finally settled to the satisfaction of the crew. She will sail this afternoon for Cuba back here and thence to the Atlantic Coast. Practically a full crew was shipped on her.

The Ten-Cent Taxi Company here in Mobile has been declared unfair by the Teamsters and Chauffeurs Local 991. Sixty-one cab drivers, affiliated with the AFL, have walked out and thrown a picket line around the company property and waiting room. At present there are about ten cab drivers operating cabs, but we are very confident of a successful conclusion to the strike. Every union man and woman in Mobile is lending active aid to the strikers in their effort to secure fair conditions.

The NMU element in this town is practically nil. In fact, since that "Trek back to the Waterman ships" flopped, the Commies here are very conspicuous by their absence and Comrat Drury is looking very seedy these days. Can it be that the membership of the NMU are asking questions about why the NMU 'Blitzkrieg' over the Waterman ships failed so miserably?

Enclosed you will find a list of men who have donated to the Seafarers' Log. Please publish these names and amounts.

Fraternally yours,

Robert A. Matthews, Eng. Pat.

JACKSONVILLE

Jacksonville, Fla.
July 1, 1940.

Dear Sir and Brother:

The Seafarers' International Union of North America is over one year old, and I wonder if some of our members of the SIU realize what it has done for them, with the aid of the officials and the majority of the membership. We have gained conditions and wages, so a seaman can at least live awhile ashore, something that the old unions, prior to our existence, couldn't do for years.

It could have been done before, but a lot of you can see why it wasn't by this time. The fundamental base of a union is the material in it, and the SIU has it. As this organization is built of this material, now is the time when we must keep it intact during this crucial period when the shipowners, along with the rats and Commy stooges, are turning heaven and earth to put us in chains again.

The shipowners along with their stooges, are bent more than ever today to take away our gains, that we have fought for, for years, so that we could have decent food and living conditions aboard the ships. The best way to lose this is for the members of the SIU to get drunk on sailing days, argue amongst themselves, and miss watches at all times.

NEWS FROM

Headquarters

(Atlantic District)

Ballots Shipping
Everyone Vote!

NEW YORK

ALL MEMBERS WHO HAVE NOT YET VOTED ON THE AMALGAMATION BALLOT AND THE BALLOT ON THE ADOPTION OF UNIFORM SHIPPING RULES ARE URGED TO DO SO AT ONCE! BE SURE TO COME UP TO YOUR BRANCH AND CAST YOUR VOTE WHEN YOUR SHIP IS IN PORT! ALL SHIP'S DELEGATES ARE INFORMED TO INSTRUCT THE CREW TO VOTE IN THIS REFERENDUM. GET AFTER THE SLACKERS AND SEE THAT THEY VOTE!

Vote on Amalgamation!

Voting on the amalgamation of the Atlantic and Gulf Districts began the first week in July in all ports. This is one of the most important questions to confront the organization in some time. Amalgamation of the two districts into one unified organization will strengthen the organization as a whole and eliminate many of the dual functions that now exist. It is important that every member vote on this question!

Vote on Shipping Rules

In addition to the ballot on Amalgamating the both districts, balloting is in progress on the set of uniform shipping rules adopted by the Agents conference at Atlanta last month. This concerns every member on both the Atlantic and Gulf so don't neglect to get your ballot and vote on both these questions.

Shipping Good!

Shipping continues very good in the port of New York with about thirty-five permit men shipped in the past week.

A lot of them say: Let George do it, he stays sober. If he wants to stand the watches and do all the work, that is O.K. by me. Remember the slogan: AN INJURY TO ONE IS AN INJURY TO ALL! Study this phrase carefully, there is a lot of meaning to it.

It is necessary, Brothers, that we exercise the utmost self-discipline amongst ourselves, and every member of our union. Irresponsible action and bum beefs aboard a ship are only giving the shipowner the weapon he is looking for, and that is, to put the seamen back in chains again; and when they are around your neck this time, it will be a long time before you shed them again.

So, Brothers, members, as long as we are made of that material that makes a good union man, then we will forge ahead to that goal of ours, and that is: A National Seamen's Union, for seamen, by seamen.

Steady as she goes.

Fred Lauritano.

- - Vote Now - -
On Amalgamation and
Uniform Shipping

Out of Their Own Mouths A Record of Betrayal!

(Continued from Page 1)

"waiving (not asking for) the demand for an increase in the overtime rates!"

Overtime Increase "Waived"!

Remember, that the SUP had already established a new standard of ten dollars increase per month, PLUS ten cents per hour in the overtime rate. By "waiving" the overtime increase, Curran and Co. undermined the higher UNION level! But let's take it on the EITHER-OR basis, and see if there was any justification for the "formula." Only a small percentage of the ships under contract to the NMU were in the Mediterranean run.

How small is indicated by McKenzie, (Minutes NMU meeting, May 9) who reported that: "One reason why we couldn't get the 80 cents an hour overtime is because we were faced with a situation that we had to guarantee the present war bonus on the Mediterranean Export Line ships and \$40 bonus on the Lykes Bros. ships going to Bilbao, Spain."

THEREFORE, A SMALL SECTION OF THE MEMBERSHIP WAS BENEFITTING AT THE EXPENSE OF THE LARGE MAJORITY! In addition, the entrance of Italy into the war was just a matter of time. Everyone knew that, especially the shipowners. With Italy entering the war, the Mediterranean would be closed to American shipping and the NMU membership would get NEITHER the increase in overtime, NOR the war bonus! That is exactly what happened!

Getting Nothing for Something

The net result of the policy of swapping something for nothing penalized the whole membership of the NMU as well as endangering the higher standard established in the rest of the industry. Was there any justification for that policy? The fact of the matter is: THE SIU HAS BEEN GETTING \$50 WAR BONUS FOR THE MEDITERRANEAN RUN WHICH IS \$20 MORE THAN THE NMU WERE GETTING BUT THIS DID NOT DETER US FROM DEMANDING AND GETTING THE OVERTIME INCREASE OF 10c PER HOUR! Not only did Curran sink by "waiving the overtime increase but he proved himself a two-time loser by flinching on the higher established war bonus!

Pouring On the Oil!

In the same issue of the Pilot (May 3, 1940) the question of the Coastwise operators was stated thus:

"The coastwise operators refused to consider any wage increase. They have agreed, however, to continue negotiations. . . . To avoid a deadlock which would prevent an immediate increase for the men sailing the majority of ships running off-shore, since it was impossible to reach an agreement with the coastwise operators, the Union negotiators agreed to take the wage question up separately with the coastwise lines."

So far, so good! This announcement, however, was followed by a period of agitation in the Pilot and in the NMU meetings to the effect that the coastwise operators could not afford an increase and anyone who advocated taking action to force the issue was nothing but an agent of the shipowners!

Softening Up the Sheep!

A period was required to prepare the membership for the sell-out! In the May 24 issue of the Pilot, cold water was thrown on the expectations for an increase in the coastwise lines by the following arguments:

2. "We (NMU) have not been able to disprove that there is a wide differential between profits of the off shore and coastwise operators."

3. "The stubborn position of the coastwise operators is exemplified by their recent tying up of the trade before they would pay a nickel additional increase to the longshoremen."

4. "Owing to the present European situation, any day the entire Mediterranean may be blacked out—tying up the U.S. Lines, Lykes and Export Lines fleets. This might create an adverse economic situation for the Union—of which the operators are well aware."

(Too bad they couldn't have thought of that before they "waived" the overtime increase!)

5. "There is also the possibility that the longshoremen might resent a sudden tie-up throwing them out of work, unless we give them the score. Stogges could utilize this resentment against the Union."

(Curran's solicitude for "the longshoremen" is very touching. Joe Ryan will undoubtedly be very pleased to hear it.)

Cold Water Propaganda

This cold-water propaganda was supplemented in the membership meetings by similar reports from the leading lights. In the minutes of the NMU membership meeting of May 9, McKenzie states: "I don't think we should get too optimistic on the question of getting a \$10 increase on the Porto Rican and coastwise lines." Curran follows McKenzie and says: "We can't get the \$10 wage increases yet, but I'm sure that at Monday's meeting the companies are going to turn us down flat. I'm sure of that." This process of softening up the membership continued thruout the month, even after the SIU had succeeded in forcing a number of coastwise operators to agree to a wage raise of ten dollars plus ten cents.

Another Curran "Victory!"

Towards the end of June, Curran and Co. evidently were convinced that the membership had been softened up enough to swallow another "victory." While the SIU was in the midst of negotiations with one of the large coastwise operators, the Pilot came out with the announcement that the NMU negotiating committee was recommending to its membership that they accept a proposal from the coastwise lines under NMU contract, for an increase of \$2.50 per month, with no increase in overtime! This outright flinching was taken full advantage of and resulted in a weakening of our contention that our demand for \$10 plus 10 cents in overtime was justified by present conditions. Despite this stab in the back, we were able to get \$7.50 per month PLUS ten cents per hour in overtime!

MORE ABOUT:

P & O Facing Unfair Labor Charges!

(Continued from page 2)

CREWS OF THE P & O SHIPS! It is now plain that the P & O signed the proposal in bad faith and we have every reason to believe that the company called in the NMU in order to prevent the men from getting an agreement! At every meeting held, NMU representatives, WHO HAD DENIED ANY CLAIM IN THE P & O FLEET AND WERE NOT MENTIONED IN THE PROPOSAL, were invited to address the meeting AFTER THE SIU REPRESENTATIVES HAD BEEN EXCUSED!

A Willing Tool

The company realized that if the proposal was approved by the men on the ships, the overtime rate would have to be raised and a working agreement covering wages and conditions would have to be signed within 60 days. THE ONLY WAY TO STALL OFF THIS INCREASE FOR THE MEN WAS TO HAVE THE NMU ENTER THE PICTURE! In this way the company saves thousands of dollars that should be going into the pockets of the men. It is clearly established by the NLRB that the P & O can not bargain with any other union than the SIU until the case is settled, either by agreement or by a hearing before the board. The longer the company can stall this off by utilizing the NMU, the more money the men are going to lose. Once again, the NMU has proved a willing tool of the shipowners.

Cut-Rate Finkatorium

The NMU is passing around their phoney "preliminary membership" books at one buck per copy which entitles the bearer to "attend meetings of the NMU," pay 25 cents per month for that privilege, AND THAT'S ALL! They have tried to create the impression that these phoney books are all the men need—until they get an agreement. The men will then discover that the one buck was just a down payment on the 25 buck price for membership. The short change artists running the NMU cut-rate fink emporium, will pull any and all kinds of fakery in order to get their hands into the pockets of the seamen.

Company Union Victory

If the NMU wins many more such "victories," the shipowners will be saved the trouble of breaking strikes and forming company unions—Curran and Co. will do it for them!

All Members

Attend Your Union
Meeting
WHEN SHIP IS IN
PORT!
Important Matters
Coming Up
EVERY WEEK!

On the basis of the evidence, every union man is justified in labelling the Curran gang in the leadership of the NMU as a gang of fink-herders whose main function seems to be to break down the wage standards and conditions of the American seamen. To be labelled as finks—and to be treated as such! The seamen will pay dearly for having tolerated the "leadership" of Curran's wrecking crew!

The Right Label!

On the basis of the evidence, every union man is justified in labelling the Curran gang in the leadership of the NMU as a gang of fink-herders whose main function seems to be to break down the wage standards and conditions of the American seamen. To be labelled as finks—and to be treated as such! The seamen will pay dearly for having tolerated the "leadership" of Curran's wrecking crew!

Report of Negotiations With Bull Line Co.

Report of your Negotiating Committee elected at the regular business meeting at Headquarters, July 1, 1940, to meet with the Bull Line officials on proposed addendum to our agreement providing for an increase in the wage and overtime rate of pay.

Your committee met with the Bull Line officials on Tuesday, July 2, 1940, at 11:00 A.M. and entered into negotiations on the proposal of the Union for an increase of \$10 per month plus 10c per hour in the overtime rate, and the counterproposals of the Company which began at \$2.50 per month increase on the strictly coastwise ships and \$5.00 per month on ships running to Porto Rico, with no increase in the overtime rate.

After many hours of discussion and argument, your committee was successful in having the company raise its proposal to \$7.50 per month wage increase plus the 10c per hour increase in overtime.

N.M.U. Sell-Out Hurts Negotiations

The position of the Union was considerably weakened by the fact that the NMU Pilot had come out, in the midst of our negotiations, with the announcement that the negotiating committee for the NMU was recommending to its membership that they accept a proposed increase of \$2.50 per month with NO INCREASE IN OVERTIME, on ships in the coastwise trade under contract to the NMU. This resulted in a stiffening of the Company's attitude against the demand of your negotiating committee for the \$10 plus 10c per hour increase.

The negotiating committee meeting was adjourned at 8:15 P.M. with the Company standing firm, utilizing to the full their strongest argument which was the finky action taken by the commie leadership of the NMU in selling out the seamen.

Final Proposal Submitted

The final understanding reached was that the \$7.50 per month increase plus the 10c per hour raise in overtime, was to prevail on ALL Bull Line ships in the coastwise run including those running to Porto Rico. Any of the ships that touch a foreign port would pay the \$10.00 per month plus the 10c per hour increase. The addendum to the agreement is to be retroactive to July 1, 1940, and is to extend to the same termination date as our regular agreement.

Committee Advises Acceptance

In view of all of the circumstances involved, we, your committee, feel that it is advisable to accept the proposal for the \$7.50 wage increase plus the 10c per hour increase in overtime, as the Company has indicated that they will not increase their offer under any circumstances short of a costly struggle.

We therefore, submit this proposal for the ratification of the membership.

For the Committee: J. BRIDGES, No. G86

S. BOYLSTON, No. 50013

E. RAMIREZ, No. 187

JOHN HAWK, Sec.-Treas.

ISTHMIAN PLAYS GAME!

We have just received a copy of the wages and working rules issued for its crews by the Isthmian SS Line, one of the slickest anti-union outfits in the country. It was instructive to observe that the Isthmian SS Co. has practically adopted the working rules and wage scale in force under the NMU agreement. Altho Isthmian has no contract with any union covering its unlicensed personnel they find the NMU agreement a perfect instrument for keeping their employees in sea-slavery.

Follow the Leader

Of course, when the NMU were given an increase in some of their off shore ships of ten dollars per month, with no increase in overtime, Isthmian followed suit and granted a similar increase; also with no increase in overtime. They think they can avoid unionization by playing "follow the leader" with Joe Curran. Only its difficult for many seamen to distinguish who is "the leader," the shipowners or the NMU! It's a certainty that more and more of the seamen are beginning to realize that when the Curran mob begins to play games with the shipowners, the seamen get it in the neck.

Men Aren't Fooled

Most of the men aboard Isthmian Line ships want top union wages and conditions and realize that the only way to get them is by joining the SIU which has set the highest standard on the East Coast and Gulf. They aren't fooled by the crumbs that are tossed to them by the Company in order to prevent organization.