

NAVAL RESERVE BILL THREAT TO SEAMEN!

Check This S.I.U. Bonus Rider With What the NMU Ships Get

Here is a sample Bonus Rider attached to articles signed on all S.I.U. ships going from Atlantic and Gulf ports to the Orient and other foreign waters.

IT IS THE BEST BONUS PAID FOR THESE RUNS!

Can the NMU officialdom—which hollers a lot about getting an adequate bonus, boasts of its great "power" and remains content, arms folded, with the miserable 25 per cent paid on its ships—show anything comparable? We challenge them to publish ANY similar Bonus Rider attached to articles on NMU ships!

Bonus Rider Attached to Articles on SIU Ships

"The owners agree to pay a bonus to all members of the unlicensed personnel in the crew, \$1 (one dollar) per day, in addition to the regular wages, beginning the date the vessel crosses the 160th Meridian West Longitude west-bound to all ports in the Orient and/or India and shall be in effect until the date the vessel crosses the 160th Meridian of West Longitude east-bound. . .

"In the EVENT the SHIP goes to Australia or New Zealand from any ORIENTAL and/or INDIAN PORT a BONUS of Fifty Dollars (\$50) per month shall be paid to the unlicensed

crew personnel, from the last LOADING PORT in the ORIENT and/or INDIA through all PORTS in AUSTRALIA and/or NEW ZEALAND and until the vessel crosses the 160th Meridian of West Longitude east-bound. . .

"In the EVENT the ship goes to any PORT in Europe as allowed by law, via the Panama Canal, a BONUS of Fifty Dollars (\$50) per month shall be paid to the unlicensed personnel of the crew from the Panama Canal to any such PORTS in EUROPE and back to the first PORT in the United States, inclusive."

Instead of phoney "unity" talk, instead of foul slander about the "racketeering officialdom of the SIU," the membership of the National Maritime Union should demand of its leaders similar militant action on the bonus question. That's the REAL road toward a common front of all seamen!

Move in Congress to Dragoo Merchant Marine Personnel Into Navy Endangers Union Standards

Under a heavy smoke-screen barrage of red-baiting, Congressman Everett M. Dirksen, an Illinois Republican, announced this week that he is introducing a bill to "make all crews on American merchant ships members of the active Naval Reserve." The bill is intended, he said, to "militarize commercial shipping in event of a national emergency."

This announcement follows closely a statement made recently by Frank J. Taylor, president of the American Merchant Marine Institute, that fully four-fifth or 80 per cent of coastwise and inter-coastal shipping would soon be brought under the wing of the Navy for the same "national emergency."

Phoney Argument

Representative Dirksen, in introducing his measure in Congress alleges as its aim "to break the Communist grip on the American merchant marine." How phoney this alleged aim is and how serious this "choice of the people" was in investigating the background of the situation on which he is acting can be gathered from his charge that Joe Ryan's I.L.A. adheres to the "revolutionary party line of Moscow" along with the N.M.U. and the American Communications Association (C.I.O. radio operators).

Railroading Measure

From his whole procedure it is clear that this gent is only using a red scare as a smoke screen in order to railroad the seamen into the Naval Reserve under scab wages and finicky working conditions.

Real Background

The real background of the

move was revealed when the figures in Naval Reserve recruiting were made public this week. For the last four years the brass hats of the Navy had set themselves the goal of building a 30,000-man merchant marine Naval Reserve on American vessels as their program for the ominous "national emergency."

Why the Alarm?

TO DATE ONLY 339 (THREE HUNDRED AND THIRTY-NINE) SEAMEN HAVE ENROLLED IN THE NAVAL RESERVE!

That's the real reason for the alarm and for the rush of Mr. Dirksen's legislation!

Press-Gang Methods

Instead of trying to understand the seamen's abhorrence for Naval Reserve scab wages and regimentation—instead of introducing union wages and collective bargaining in the Naval Reserve—so that seamen will feel that they can preserve their hard-won union conditions within it, the brass hats are out to introduce the hated and antiquated press-gang methods of the British Admiralty of Captain Bligh's days!

They are out to get Congressional sanction in order to legally shanghai American seamen into the Naval Reserve!

Shipowners Approve

It goes without saying that shipowners totally approve of the brass hats' little plan. Their
(Continued on Page 2)

Philadelphia Reports:

U.S. Vessels in Pacific Relieve British Shipping

According to all reports, the plan to have American vessels relieve British shipping in the Pacific in order to release it for trans-Atlantic traffic is already in full operation!

A N. Y. Times dispatch last Sunday from Philadelphia carried the following information:

"An increasingly large fleet of American cargo vessels is bringing goods from British Empire points to Philadelphia and other Atlantic ports for transshipment to England aboard British ships, according to local shipping men.

"American ships are carrying wool and grain across the Pacific from Australia, dairy products from New Zealand, rubber from the East Indies and tea and cotton from India, with many other products coming from various empire areas.

"In this way, it was said, the British merchant marine was enabled to concentrate in the Atlantic. In the opinion of some officials, it might enable Britain to withdraw warships from the Pacific."

As is well-known, the route being taken over by American vessels
(Continued on Page 4)

Chicago Tied Up In A.F.L. Strike Against Cuts

Acting to prevent heavy pay cuts for electricians, painters, plumbers and other mechanics and laborers employed by the municipal administration, twenty-six American Federation of Labor unions called a strike of 5,000 Chicago workers last Thursday which tied up all industrial operations in the mid-Western Metropolis.

The unions involved had been negotiating with the city administration for weeks in order to avoid wage-slashing as well as the walk-out. The city's solons insisted that the budget must be cut and economies effected. The unions' representatives proposed a plan of economizing on the budget without reducing the pay of the employees. After the City Council rejected this plan out of hand, without discussion, the unions felt they had no other alternative of preventing misery for the thousands of their members involved than to bring about a stoppage of work.

FLASH—The strike was settled in six hours when the City Father agreed to negotiate the unions' demands and to forget about their threat to fire workers for "striking against the government."

Washington News:

Labor Distrusts Phoney Clauses In Sabotage Law

Organized labor voiced alarm this week, says "Labor," organ of the railroad brotherhoods, over possibly dangerous provisions in several so-called "model" anti-sabotage bills which are to be introduced in 43 state legislatures during January.

These measures were drafted by the Federal-State Conference on Law Enforcement Problems in National Defense, which was set up by organizations of state officials, the Interstate Commission on Crime and the United States Department of Justice.

Two committees of labor leaders are at work analyzing the bills to learn whether they contain "jokers" that might be used to curb the rights of labor, the paper says.

Among clauses believed to be perilous to labor are those which would permit local authorities to shut off streets and highways adjoining industrial plants. This could be used to break strikes; it was declared. Another bill contains a clause which would make "home guards"—the bodies now replacing the mobilized National Guard units—subject solely to military law and not answerable to civil law courts.

This Is the Naval Reserve Wage Scale:

Able Bodied Seamen	\$54.00 Per Month
Ordinary Seamen	\$21.00 Per Month
Firemen	\$60.00 Per Month
Oilers and Watertenders	\$84.00 Per Month
Cooks	\$72.00 to \$84.00 Per Month
Bosun and Quartermaster ..	\$72.50 to \$84.00 Per Month

* * *

No provisions are made for overtime pay!

No bonus is paid for war zones runs!

No ship's delegate, no collective bargaining agency whatsoever is allowed aboard these ships to represent the men!

* * *

Is It Any Wonder . . .
ONLY 339 SCABS VOLUNTEERED IN FOUR YEARS!

Is It Any Wonder . . .
THAT THE ADMIRALS COULDN'T RAISE THEIR QUOTA OF 30,000 ANY HIGHER?

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Voluntary Self-Strangulation

"A policy of no strikes in the metal industries working on national defense," we read in Tuesday's papers, "was adopted here (in Washington) today by the chief officers of thirteen international unions in the metal trades affiliated with the Metal Trades Department of the American Federation of Labor. The policy is contingent upon an agreement by employers to arbitrate all disputes."

Now, quite often, faced with a disastrous situation ahead, labor unions in the past have on one or another occasion been forced to settle a strike by agreeing to arbitration. Even in such cases, arbitration has worked out to the great detriment of the unions involved. In Maritime, this has been especially evident to labor in the course of many experiences. But, at least, there was always the consolation that arbitration was FORCED upon the unions in point. At the very first opportunity they sought to get out from under.

But to agree VOLUNTARILY to arbitration and to bind the union not to strike? What is that but labor putting its own neck into a strangling noose? That, it appears, is what the Metal Trades Department is actually doing. No one forced them into it, no government agency demanded it. Nor are even the employers affected falling all over themselves to cooperate in this boon to "national defense."

Here is what the organ of the industrialists has to say on the subject:

"The metal trades department of the American Federation of Labor has set a desirable precedent. . . The use of arbitration to settle disputes over the interpretation of agreements has been making rapid headway. . . The most notable recent agreements of the kind in industry are those between the United Automobile Workers (CIO) and the General Motors Corporation and other automobile companies. Even the (Bridges-run) International Longshoremen's and Warehousemen's Union agreed to an arbitration clause in a recent agreement reached with employers on the West Coast.

"In the interests of efficient management, such arbitration provisions must except matters that are strictly the concern of management, such as production schedules and the choice of supervisory employees. Also, union leaders must make a reasonable use of the right to arbitrate, and not bring up a host of controversies in the hope of gaining a maximum number of concessions through a sufficiently large number of arbitration proceedings. In effect, this means that unless there is thoroughgoing cooperation between management and labor . . . arbitration provisions alone will not assure peaceful and sound industrial relations. —(Journal of Commerce, Jan 7, 1941)."

What they are saying is that arbitration will work if labor's representatives do not interfere with the employer's speed-up drives and the lengthening of hours and if union officials do not make any attempt to get a "maximum number of concessions" for labor—which is their job! And that is precisely what the employers expect—and usually get—from arbitration! They are for "cooperation," but they keep their powder dry.

If labor is to learn from its own past experience and from the example set by the employers, it will not follow in the tracks of the Metal Trades Department. It will not go in for arbitration. It will keep its powder dry too. It will regard national defense from its own interests as the majority of the nation, in the same way that the employers regard it as a ruling minority. It will begin its program of "national defense" by tenaciously defending labor's own rights and gains. As a majority of the nation it will be far more justifiable in its actions—and far more democratic in spirit—than the greedy group of war profiteers who use the emergency as a means of cashing in anew.

P.S.—The fact that the Metal Trades proposal is couched in the above quotation with Harry Bridges' latest piece of infamy, should serve to enlighten maritime workers sufficiently as to its true nature!

Preferred Stock Is Patriotic!

Item from the Journal of Commerce, January 7, 1941

"American shipowners are anticipating increased demand from Great Britain for boats at favorable prices. Advices from Boston indicate that negotiations already have begun between British interests and the Eastern Steamship Lines for the sale of at least one, and probably two, of that company's ships. Eastern has a total fleet of fifteen boats, including seven freighters, with a combined tonnage of slightly over 60,000 tons. The sale of some of these boats, it is expected, will permit liquidation of outstanding Maritime loans, and perhaps the eventual retirement of its small issue of preferred stock."

All aid to Britain, by all means!

The shareholders are ready to sacrifice the last seaman who makes their dividends in the cause of "defending democracy!" Preferred stock is definitely patriotic!

More About

Naval Reserve Bill Threatens Seamen

(Continued from Page 1)

bottoms are not to be regimented into the Naval Reserve. They are bought and paid for by the Maritime Commission at a handsome profit that wipes out all deficits and takes care of all dividends!

Why Not? They Gain!

Why should the shipowners object? With 80 per cent of the ships under the Naval Reserve, they would have to go plum looney to pay union wages on the remaining 20 per cent. And they are as crazy as foxes!

From the point of view of the shipowners, nothing seems as God-sent as this move of the brass hats. They have been bucking the seafarers' unions for years and they might as well have been bucking a stone wall. Along comes this Naval Reserve business and if everything goes well with the little plan—why, the brass hats will just smash those troublesome unions for them at one fell blow!

Seamen Will Fight

But both the Admirals and their shipowner pals have another trick coming if they think that the seamen will take this onslaught on their unions lying down. The seamen have fought too hard and lost too much blood in fighting for the wages and conditions they have established at so much sacrifice, just to give them up without a squawk when some brass hats set their mind to it.

All hands in the marine unions will unitedly oppose the Dirksen Bill and work for its defeat! The seamen will know how, and find measures, to preserve and maintain the union wages and conditions wrested from the shipowners after years of struggle!

And They Can't Pay Union Wages To the Seamen!

While the Admirals won't budge an inch to bring wages in the Naval Reserve up to union levels, things stand entirely on another level when it comes to their dealing with the shipowners. Thus, from an item in the New York "Sunday News" of January 5, 1941 we learn:

"It was revealed today that high prices have brought the Navy's auxiliary purchase program to an end 19 ships short of the goal.

"All but \$150,000 has been spent of the \$75,000,000 Congress provided for buying the tankers, the supply and repair ships vital in maintaining the battle force at sea. The Navy expected to get 53 large ships with this money. Only 34 big vessels were acquired, it was learned. An authoritative source said that the Navy had found that the prices for these bottoms had suddenly (!) skyrocketed."

When seamen refuse to join the Naval Reserve to work for wages and conditions FAR BELOW those they are accustomed to as union men, the brass hats back legislation to drag them. When shipowners' prices for vessels needed as naval auxiliaries "suddenly skyrocket," the brass hats express surprise!

Administrator Points to Profits When Overtime Is Called "Unearned"

Answering dire threats from employers that unless longer hours are instituted at once, inflation and other forms of catastrophe would overtake the country, Col. Philip B. Fleming, administrator of the Wage and Hours Division of the Department of Labor cited figures to show that 50 cents profit was made by employers on every \$1 earned by workers under the forty-hour week in force at present.

Want Longer Work-Week

The administrator referred specifically to a letter he had received from Alfred P. Sloan, Jr., chairman of General Motors. In it that leading industrialist recommended that "the penalty for overtime should be canceled during the emergency to encourage a longer work-week." He based his recommendation on the following contentions:

"Something for Nothing"

"Now, if we increase the work week and pay a penalty, the result is to increase wages about eight per cent. We get nothing for this eight per cent because efficiency, manifestly, is not increased, therefore, the result is a step toward inflation. That, in part, is why I think the penalty should be waived during the emergency period. Frankly, I do not believe in 'something for nothing.' I am quite out of tune with the general thinking of the moment on this subject."

"Fantastic Profits"—Earned?

To which Col. Fleming retorted: "Mr. Sloan's opinion is important because he is former president and present chairman of America's eighth largest corporation. His stewardship of the stockholders' interest has been conducted so brilliantly that profits have been fantastic. General Motors' last annual state-

ment shows a total payroll of \$386,000,000 and shows profits of \$183,000,000. For every dollar paid out in wages and salaries almost 50 cents was realized in profits.

"Which is the more inflationary," Col. Fleming asked, "an eight per cent increase for the workers or profits almost as large as the total payroll?"

Our Own Question

The Colonel did not ask Mr. Sloan a question which we would have liked to put to him. It is: "Which is 'something for nothing,' the dollar earned by the worker at the sweat of his brow, or the 50 cents on this dollar cashed in by the shareholders that occupy the Morris chairs in the Union League Club?"

"Out of Tune" . . .

Mr. Sloan and his co-"thinkers" are not only "out of tune with the general thinking of the moment" but with thinking in general. According to them, eight per cent collected on stock while warming an easy chair is "efficiency." Eight per cent overtime collected on the belt sweating overtime is "something for nothing!"

. . . Is Right

Mr. Sloan's "thinking" and longer hours of labor and mass unemployment are "out of tune" with the needs and interests of the American working stiff.

Gulf Ports Negotiate for New Agreement with Waterman Line

MOBILE

January 7, 1941

Editor, Seafarers' Log
 Dear Sir and Brother:

This port was rather handicapped the past week due to the fact that the Agent, Olden Banks, and I were both laid up with influenza for most of the week, but we are back on the job now.

* * *

There were quite a few ships in the past week and Brother Stevens with his usual efficiency took care of them to the satisfaction of all involved. The ELWYN C. HALE of the Alcoa has been changed to the Alcoa Transport and is at present on another run to the Islands. The AFOUNDRIA, TOPA TOPA, and the FLUOR SPAR were the other ships in during the week.

The past few days Brother Biggs was over here from New Orleans for the purpose of negotiating an agreement for the year 1941 with the Waterman S.S. Co. The negotiating committee, consisting of Brother Stevens, Joe Torchick and myself, together with the Agent and Brother Biggs, met with the company and after a total of eleven hours we had the agreement signed, subject to the ratification of the membership.

Without a doubt, this new agreement is as good as any agreement that has ever been obtained from a Steamship Company by any union.

Up to the present time we have voted a total of 134 members in the ballot for officials. I would like to remind the members again that this election should mean a great deal to you. Only by having the majority of the members

to vote can we determine how the membership feels. Voting by a secret ballot is guaranteed you by the democratic procedure of your Union, and you should take enough interest in your organization to go to the Union hall and cast your ballot.

Brother Gretcher has voiced an appeal to the membership as a whole to start writing in articles to the "Log" and I hope that you members answer his appeal by a deluge of correspondence. It makes no difference what you write in, but write something. Tell the other members about what is being done in your ship's meetings, about any gains in living conditions or working conditions. Let us hear about what you think of the different agreements or the different affairs of the union. So far there have been only a few of the officials and no rank and filers who have been sending in communications for the "Log."

One concession we obtained from the company in the new agreement was to the effect that deck engineers would be carried on all the ships of the company, and it is back-firing because we have not been able to get any deck engineers. We had to sail to Topa Topa short-handed for lack of a deck engineer to take the ship out. In fact we are still very short-handed for all ratings in this port and would appreciate some new faces down this way.

I'm a little late but anyhow I would like to take this opportunity of wishing each and every one of you a most prosperous New Year. That's all for this week, so till next time so long.

Fraternalty yours,

Robert A. Matthews,
 Mobile Engine Patrolman

What's Doing—

Around The Ports

TEXAS CITY

December 26, 1940

Editor, Seafarers' Log
Dear Sir and Brother:

Christmas is over. Maybe now we will be able to get men for the ships. I don't mind having to hunt men up, but when they get in their holes and then cover the hole up, it makes it kinda tough.

Sailed the Clare from Beaumont 2 A.B.'s short last week. The Bayou had to lay over for 20 hours while I found men to fill her up. Established some sort of a new record on that ship: A man paid off the Raphael Simms in Houston had his dough in one hand and his bag in the other. I shanghaied him so fast that he didn't even get a chance to drink one beer before I put him on the Bayou and watched her headed out for Galveston.

Now I know there was no drinking going on over the holidays, but I would like to know who won the footrace on the tracks amongst the crew of the floating freight yard. Also would like to know where that green elephant got that battleship it was pulling around town yesterday.

The S.S. Francis Salmon had a close call, the inspectors looked her over and she has been in drydock 2 weeks. Loading again this A.M. So all ships stay clear. That wheezing you will be hearing will be the Serang trying to clean up after the shoreside workers.

This is the first chance I've had this week to drop you a line, and I'm signing off now as the agony box just rang. So, Galveston, here come.

The score on the men burnt in the oil fire now stands at five dead, and still some of them in a critical condition.

Yours till I have a man for each job, not as now three jobs and no men.

Armstrong.

December 30, 1940

Editor, Seafarers' Log
Dear Sir and Brother:

Things have been really booming down here for the last week, out now it seems as though there is going to be time to draw our breath till the next rush. Outside of stragglers there is nothing due till the first, and then the rush will start over again. Shipped so many men that I don't know who went where or why.

In Houston last week the S.S. Raphael Simms was laying aft of the Scottsborough. The gang of the Scottsborough came back to check the rider the gang had. The NMU ship was loading. Highest gas for the Orient under a 5 per cent bonus and the gang was squawking about it. The Simms was loading salt under the regular SIU bonus clause, and the men of the Scottsborough couldn't see the why and wherefore. Next day the local papers came out with the beef, but they stated that there was no squawk about money. How long will it last before the men on the ships get a belly-full of this sort of stuff?

The SIU and the SUP are going

down the line getting the best possible for the members, and the NMU is still leading the way back to the shipowners' fold. As long as the men that sail the ships will put up with this sort of thing, the sellouts will continue. On the coast the Commies jockeyed the steamschooners, so that if the SUP and the MM&P get a raise, they will also come in for it without having to go to bat. Here on the East Coast and the Gulf we in the SIU have to make the wages and also it seems as though we will have to devise ways and means for our own protection to get them for the NMU members.

Of course, there is one way that will eliminate all the squawks and fusses that are now on. This is for the members that are going to sea to make a living to come into the SIU. Leave the great mis-leaders of labor along with Joe's disciples on Hoffman's Island or some such place, where the plow-jockeys and spud pickers might be in the mood to listen to their spoutings.

Another way would be for all hands to take the West Coast (Bridges) peace plan, sign it for two years, sit back and watch all you fought for go down the skippers. By doing this you will guarantee the shipowners another chance to treble profits by cutting wages, chow and increasing working hours.

Still another way is for all hands to make sure we hold what we have. Keep the machinery of our organization full ahead and steady as she goes.

Armstrong.

SAVANNAH

December 28, 1940

Editor, Seafarers' Log
Dear Sir and Brother:

Activities in the port of Savannah have been fairly good this last week. We are still having a hard time finding A.B.s to replace the men who are getting off the ships for the holidays. Have also shipped a number of men for engine room jobs.

Had the S.S. Caroline in last week and had a number of A.B. and Engine room replacements on her. Also had some replacements on the S.S. West Kiska. The Savannah Line ships were the only ones in port this week and they have been calling the hall regularly for men. Everytime one of these ships are in port, we have one or two replacements on it. Had fourteen (14) replacements on the S.S. City of Chattanooga including all three departments.

Most of the calls we have are for A.B.'s, and I have a hard time trying to fill the vacancies but I always manage to find a man before sailing time.

Shipping should pick up even more next week as there will be other ships in port here besides the Savannah Line ships.

Hoping everyone enjoyed a good Christmas and wishing you all a Happy New Year.

Charles Wald, Agent,
Savannah Branch.

Labor Solidarity Wins Ship's Beef For Sanitary Conditions

JACKSONVILLE

December 27, 1940

Editor, Seafarers' Log
Dear Sir and Brother:

The S.S. Plow City arrived Sunday, the 22nd, at 8:00 A.M. and at about 8:15 A.M. contacted her. The crew informed me that a meeting was being called at 9:30 A.M. to straighten out a few difficulties which have been existing on that ship for some time. After the meeting was over, the crew presented a list of necessary requirements to place this ship in a sanitary and liveable condition.

On refusal of the Master to consider any of these requests, the crew then decided to give the Master 24 hours notice that they were quitting.

The Master then went on the dock and got hold of the local Agent, and called me on the dock, and together with myself and the local agent proceeded to get a Mr. Allwine, an official of the Range Line in Phila. After the Master and I got aboard the ship, the Master then told the crew what had transpired over the phone.

Mr. Allwine declared that he had never heard of these requests before and said he didn't care whether this rust-bucket stayed alongside the dock or not. The Master then asked each member whether they wanted to pay off or not. The crew told him they were giving him 24 hours notice that they were paying off and that they couldn't live under these filthy conditions aboard this ship.

As soon as the longshoremen heard of this, they came out of the holds, hitting the docks at their own request, no one intimidating them. What a splendid show of solidarity they showed when their brothers, the seamen, were in trouble. The longshoremen then declared the ship hot, and proceeded to throw a picket-line of their own. And this picket-line was maintained by the longshoremen until the requests were granted.

The crew paid off the ship at 1 P.M. on Monday and proceeded up to the hall in an orderly manner.

Along about 6:50 P.M. on Monday, the Captain got a hold of me at the hall, and told me all the requests would be granted, and would like to have the same crew back. He called me up again at 7:25 P.M. and asked me what the membership thought of this, and I told him he could have the same crew back, if he wished.

The majority of the same crew went back, but the ship did not sail until the following day at 2:30 P.M., not through the fault of the union, but on account of it raining so hard, the longshoremen could not unload the ship.

At this time of writing, I yanked a permit, as some of them think they are running the union, and can do as they please. This man's name is O. C. Barndt, P.3804, and this man was expelled out of the N.M.U. for 30 years for stealing from his shipmates. He is not to be shipped out of any S.I.U. halls under any circumstances.

Steady as she goes.

Fred Lauritano.

SEAFARERS' INTERNATIONAL UNION
OF NORTH AMERICA

Atlantic & Gulf District

HEADQUARTERS

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New Orleans Lists Men Sent
Checks for P&O Back Pay

NEW ORLEANS

January 3, 1941.

Editor, Seafarers' Log
Dear Sir and Brother:

During the latter part of November and the first part of December there appeared in the Seafarers' Log a list of names which we thought were entitled to divide the money awarded the men in the P&O case. We also stated in this article that we would like to hear from all men listed in the Log as well as any others who felt that they were entitled to a share of this money. Since that date we have received letters from practically every man on the list and in addition numerous other members who felt that they were entitled to a share of this money.

Florida Branches Act

Due to the fact that a large majority of all the men involved were in and around Miami and Tampa, Florida, or are on the P&O boats at the present time we sent all correspondence from various members as well as all the information the NLRB and the Union had received in this case, to the ports of Tampa and Miami.

We instructed the agents there to call committees together and make a final decision of who they felt was entitled to share in the division of this money.

These two branches with over eighty percent of the men involved in the P&O case have sent in the following recommen-

dations for the division of the \$3,500; therefore we are mailing out checks of equal amounts to each member listed below in cases where we have their addresses. However, in case your name is listed below and you fail to receive your check within a reasonable length of time, please notify the Seafarers' International Union at 309 Chartres Street, New Orleans, La., and your check will be mailed out promptly to the address given us.

We realize that it was impossible for these men to distribute this money to the satisfaction of all, but we have spent three months arriving at this decision and feel certain that it will be satisfactory to at least 95 percent of the men who were deprived of work by the P&O—Steamship Company after the strike terminated.

Changes in List

You will notice by this new list that a few of the men who were listed in the original list published in the November and December issues of the Log have been left off the new list entirely and numerous other men have been added who were left out at the beginning. This can be explained by the membership at either the Tampa or Miami branches, and reviewing the committees' reports and recommendations in every case we feel that they were entirely justified in either dropping a man from the list or placing new names on the final list.

List of P & O Men Entitled to Checks

Childers, J. L.	Holcomb, R.	Hale, G.
Leonard, F.	Abreu, R. C.	Jacobs, J.
Dampier, E.	Sawyer, C.	Valesquez, A.
Gordon, H.	Stone, H.	Sheppard, A. F.
Tuttle, J. L.	Campion, H. J.	Delgado, F.
Smith, B.	Cabaera, D.	Sheppard, E. (Bull)
Boyd, E.	Carr, C.	Smoke, W.
Landy, A.	Ardoza, M.	Segrest, E. A.
Barbarossa, L. C.	Timms, O.	Bradley, H.
Bado, C.	Pedro, J.	Abrams, O.
Delaney, H. W.	Beyo, N.	Hyde, A.
DeVane, G.	Saffros, P.	Ellis, N.
King, J.	McCranie, J.	Masters, Al, Sr.
Garcia, A.	Quinones, F.	Trainer, M.
Stevens, C. F.	Gregory, J.	Garcia, M.
Tregler, J.	Coleman, W. F.	LeFevre, C. D.
White, R.	Capote, A.	Willoughby, W. B.
Waterman, A.	Schuler, J. P.	Masters, Al, Jr.
Yelvington, E.	Reddish, O.	Costello, M.
Tritt, L.	Peglow, I. J.	Burns, G.
Honigman, L.	DeVane, N.	Morrison, B.
Hellner, C.	Barber, J.	Knight, Red
Joy, J.	Roberts, J.	Clark, H. B.
Finneran, J. J.	Teschke, W.	DeShong, R. E.
Dowell, G. R.	Pauley, R. C.	Borrenson, O.
Rhodes, S. S.	Hammond, P.	Rudnick, N. R.
Shaw, E.	Colomb, S.	Smith, W.
Sheppard, R. C.	Shaw, L.	Stewart, J.

Submitted by—

M. E. Biggs,
Gulf District RepresentativeJ. S. White, Gordon Hale,
Tampa Agent Miami Agent

Secretary-Treasurer's Report

January 3rd, 1941.

Brothers:

Opening the Books

For the past few weeks I have been studying the feasibility of suggesting to the membership that they go on record to open the books for new members. I have noticed in various reports from the Branches that there is a shortage of men and quite a number of permits are being issued each week by most of the Branches, and because there is the necessity for us to ship outsiders by issuing them permits, then that is all the more reason we should be mighty careful whom we take in. That is why I believe we should not lower the requirements that all permit men must first put in six months' sea service on their permits before they are eligible for membership. I believe that by retaining the six months' sea service requirement we will be protecting the organization, and when a permit man has sailed for six months with regular SIU members it can then really be ascertained whether or not the permit man will make a good member. I am quite sure that any new member admitted into the organization will more or less really appreciate the fact that he has become a member after having put in six months sea service on a permit before being allowed to join. He certainly will value his membership a whole lot more.

Opening the books for new members will not in any way remedy the situation of there being a shortage of men to sail our ships for it stands to reason that if the men are not available, and all of our book members and permit men are sailing, the mere issuance of membership books to permit men obviously won't solve the shortage of seamen problem, nor will the lowering of the sea service requirement on permits from six months to three months solve the problem. The seamen are not to be had and that's all there is to it.

However, six months have now elapsed since the installation of the new permit system and since the first permit was issued; and due to the fact that some of the permits were back-dated for the reason that a certain few men were shipped on trip cards prior to the issuance of the new permit cards, therefore, there are now some permit men who have put in their required six months sea service on their permits and I believe the membership should show faith in these men by opening the books and admitting all permit men who have put in six months sea service on their permits. The viewpoint as taken from here in Washington leads me to believe and recommend the following to the membership:

"That the membership go on record to open the books and admit to membership all permit men who have performed the required six months sea service on their permits, and that the books remain open until such time as the membership decides that enough members have been admitted and they see fit to close the books again. And that all such permit men must first file application for membership on one of the attached official 'Membership Application' forms, and then both the applicant and his application must be investigated by an investigating committee elected from the floor, who in turn will either accept or reject the applicant by filling in the reverse side of the 'Membership Application' form known as the investigating committee's report. Before the applicant is admitted, a membership meeting, either regular or special, must concur in the investigating committee's findings and recommendations. When the applicant is accepted by the investigating committee and the committee's report on the applicant is concurred in by the membership assembled in meeting, then, and only then, is the local Agent authorized to sign the applicant up for membership upon collection of the necessary initiation fee, dues and assessments. All applicants for membership accepted or rejected by the investigating committee shall be sent to Headquarters for filing and reference work along with the usual forms now used.

In line with the above recommendation that the membership go on record to open the books, I further recommend that the books be officially opened on January 20, and not sooner, in order that your officials will have time to set up the necessary machinery for admitting new members, in a proper, efficient, and accountable manner."

In checking over the permits already issued I can assure the membership that by opening the books for new members and leaving them open for an indefinite period, the organization will be only taking in approximately about 100 members a month, and the way the membership situation now stands, with many of our members either retired or simply dropped out, the organization can stand quite a few new members providing they are not all taken in at once. Not all of the present holders of permits will be eligible for membership at once if the six months sea service requirement is retained; they will be eligible for membership on a gradual basis with about 100 members being admitted each month.

I would like to have the membership thoroughly discuss this recommendation of mine and I sincerely hope that they will see fit to concur in it for I have carefully weighed the whole situation and I firmly believe that the policy recommended above is the best for the organization.

Writing for the LOG

In looking over the latest issue of the "LOG," I notice that both the membership and many officials are neglecting to write and send in articles and opinions for publication in our official organ. Like everything else in the Union, the "LOG" should be OF and BY, as well as FOR the seamen. Not only local officials but rank-and-file members should write in regularly. If there is anything in the paper they disagree with, they ought to write in and it shall be printed. If there is anything left unsaid that should be said in its columns, they should point out in letters to the "LOG" exactly what it is. The "LOG" should be at its best—a source of useful maritime and labor information, an exchange of opinion on vital matters affecting the men who sail the ships, a clearing house for suggestions on how best to make common headway; in short, the VOICE of the seamen.

Fraternally,
SYDNEY GRETCHER, Sec.-Treas.

Shipbuilding Program to Cost 350 Million

\$350,000,000 will be spent by the government on President Roosevelt's shipbuilding program, Washington reported this week. It is to be used in the main for 200 prefabricated vessels. An additional \$36,000,000 has been allocated for the creation of new facilities and the rehabilitation of ways to be used in the vast ship-construction venture.

The ships being built are designed to replace tonnage being lost in the course of the war.

With so many ships going to the bottom, and the probability that at the end of the war, sooner or later, there will be a world shortage of tonnage, President Roosevelt told his press conference, we have taken the first steps towards a program of building about 200 merchant ships at a cost somewhere between 300 and 350 million dollars, in a number of new plants.

The Crimp Is At It Again

S.S. William J. Salmon,
Bucksport, Maine,
January 3, 1941.

Editor Seafarers' Log,
Dear Sir and Brother:

The crew of this ship must again call to the attention of the S.I.U. body a repeated attempt by a clothing dealer at Portland to ship some replacements aboard this ship after a resolution had been made at Boston, on first hearing of this practice, to put a stop to it.

This man is known as Myer Jacobson, an obsequious individual wearing glasses, not to be confused with other dealers there.

We suggest that you inform the members of the S.I.U. to prevent his coming aboard ships at Portland in the future. His actual moves on this issue consisted in coming on the Salmon on our docking and informing the officers that he would supply the needed replacements, testified to by the Chief Engineer of this ship.

Fraternally,
S. J. Flaherty, No. 5211
Deck Delegate.
William L. Wallace, No. 3823
Engine Delegate.

U.S. Vessels in Pacific Relieve British Shipping

(Continued from Page 1)

sels from the British is strewn with raiders and mines. Yet, the shipowners expect American seamen to make these runs under conditions and at pay which they are getting on normal runs in home waters.

Union Safeguards

It is clear that the seamen on these ships are faced with two major problems to meet the dangers on this route: One is to get an adequate bonus commensurate with the risk. The other is to get sufficient armed training for protection against the raiders, who will not stop because of the change in flags to attempt accomplishment of their aim to block shipments to Britain. In both cases, strong union supervision alone can guarantee the safe guarding of the seafarers' interests.

Supreme Court Decides Employers Must Sign Contracts with Union

WASHINGTON, D. C.—The Supreme Court upheld the National Labor Relations Board's decision in the H. J. Heintz Company case, where the company was required to sign a written agreement with a union after both sides had arrived at an oral understanding.

Discussing the company's refusal to sign a written agreement, the court said among other things:

"It is conceded that although petitioner had reached an agreement with the union concerning wages, hours and working conditions of the employees, it has nevertheless refused to sign a contract embodying the terms of the agreement. The board supports its order directing petitioner, on request of the union, to sign a written contract embodying the terms agreed upon on the ground, among others, that a refusal to sign is a refusal to bargain within the meaning of the

(National Labor Relations) act. Pointing out that a written contract is, in fact, the object of collective bargaining in order to establish union recognition, the court ruled:

"Petitioner's refusal to sign was a refusal to bargain collectively and an unfair labor practice as defined by Sec. 8 (5) of the National Labor Relations Act."

The decision is hailed in labor circles as marking an important step in the development of collective bargaining procedure under the NLRB. It sets a precedent which will solve many similar cases which unions now have pending before the Board.

Deaths Due to Negligence

(From West Coast Sailor)

The death of six seamen from carbon dioxide poisoning reported by the Maritime Commission in Washington due to inadequate ventilation is a piece of criminal negligence that explains why union crews have "beefs" with the shipping companies.

Time and again efforts are made to place the unions in a bad light because of their endeavor to correct abuses aboard ships. It is made to appear that the sailors are unreasonable and their demands trivial. One does not have to go far to hear good beer ridiculed as a stupid fight for a clean pair of sheets.

Sometimes it can even be conceded that overzealousness has not been tempered by the best of judgment. But when seamen pay with their lives needlessly as the present case shows, then one cannot only understand "beef" eagerness on the part of the men but sympathize with it all the way.

If the shipowners want to reduce "beefs" to a minimum and put an end to endless loss of time and good energy, they should first of all stop chiseling on the agreements and live up to them. And if they gave the attention that should be made compulsory toward protecting the lives of the seamen, it would be a short time only before the causes for "beefs" would vanish.

If the six lives lost unnecessarily can't wake up the shipowners and make them much more mindful of their responsibilities, then it is about time that they be told in no uncertain terms that the Sailors' Union will see to it that the seamen are given the protection they have coming to them.

Let us hope that the six dead seamen have not died in vain.

Texas City Mail List

Editor, Seafarers' Log,

December 30, 1940.

Dear Sir and Brother:

If possible I wish you would print this enclosed mail list. These are for men that I've lost track of. If they will drop me a card, I will forward same to their present address.

Walter G. Allen	John Cox	Jack Kingham
Everett Adams	Chas. P. Conquinel	A. R. Robinson
Harry Billington	Carl C. Couvillion	Alton O'Berry
Joe C. Broussard		Norman S. Curry

Let's get this mail squared up, to start with a clean slate.
Armstrong.

Seafarers' Log Honor Roll

S.S. SCHODACK	\$15.00
S.S. SEATRAN NEW ORLEANS	
Deck Dept.	13.20
Engine Dept.	8.00
Stewards Dept.	5.00
S.S. DELSUD	10.75
S.S. CASSIMIR	1.00
S.S. DELORLEANS	
Deck Dept.	5.05
Stewards Dept.	7.00
S.S. CATAHULA	5.15
J. Bryant	1.00
F. Peinart	1.00
A. Gatewood	1.00
A. W. Lee	1.00
Robert White	1.00
A. K. Anderson	1.00
S. Day	1.00
L. Funk	1.00
M. Hairelson	.50

Total \$78.65