



OFFICIAL ORGAN OF THE ATLANTIC AND GULF DISTRICT. SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA



VOL. II

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"EWA" APPEAL DENIED; UNIONS **TAKE CASE TO SUPREME COURT**

The appeal of the crew of the Matson vessel "Ewa," convicted last summer by the District Court in New York on charges of mutiny, was denied this week by the United States Circuit Court of Appeals for the Second District. The judgment of the District Court was sustained.

Refused Rights

As all hands will recall, the history of the case is about as follows: When the "Ewa" reached lows: When the "Ewa" reached Kolachel, India, last February, Gets Adverse they were entitled to a draw, having sailed from New York in December, 1939. The master of the vessel refused them this right repeatedly. Thereupon the men, acting according to law, declared the articles broken and demanded to be paid off.

Act According to Law

Since the skipper had broken the articles, they wired the American consul in Madras to come Longshoremen and Warehousedown and pay them off. Natural men's Union (CIO). The ILWU. ly, being without any funds, they could not go ashore at Kolachel until they were paid and until transportation back to the United States-as provided for by lawhad been arranged for.

The cousul advised them to take the ship to Aden, Arabia. They obeyed instructions. A viceconsul there advised them to take the ship to Port Said. Again they obeyed instructions. There they were finally paid off and naturally refused to prepare the ship for the return to the U. S., a new crew having to be mustered on.

Charged With "Mutiny"

When they returned to the United States, they were hauled before the courts by the company on charges of "mutiny"! Al-(Continued on Page 2)

Steamschooner **Beef Settled** By S.U.P.

After the operators agreed to certain important clarifications in the agreement demanded by the Sailors Union of the Pacific, the membership of the SUP voted to return to work on the steamschooners with the boost in pay of \$7.50 per month or \$5 and five cents an hour overtime a concession previously granted to the unions.

The return of the sailors concluded a strike begun by the Cooks and Firemen early in October. Machinations by the Stalinites who control the CIO Maritime Committee are responsible for an unnecessary loss of time by all marine workers involved, since the operators were from the first willing to grant the wage raise finally abtained, and since fruitful cooperation among the unions themselves was prevented when the CIO committee influenced the Cooks and Firemen not to accept an invitation to a joint conference called by the sailors.

Bridges' Union **NLRB** Decision

In a two to one decision, the National Labor Relations Board headed by its new chairman, Dr. Harry A. Millis, voted this week to reconsider certification formerly granted to the International headed by the notorious Harry Bridges, had previously been certified as the sole collective bargaining agency to represent Longshoremen on the West Coast.

Several weeks ago, A. F. of L. longshoremen's locals in the Puget Sound area conducted a successful strike which elicited a re view from the NLRB, resulting this week in actual victory for these unions. The decision is farreaching in its effects and is expected to unseat Bridges, whose "throne" is already tottering in his own CIO union, from his position as kingpin of West Coast longshoremen.

WARNING

It has come to our attention that a certain Walter Nye is allegedly representing himself as a "delegateat-large" for the Seafarers International Union at Honolulu and attempting to "collect dues" for the

For the information of all seamen we hereby state that no one by that name or by any other name is authorized to act as "delegate-at-large" or to collect dues for the union at Honolulu.

Lumber Strike Won by United S.I.U. Cannery

SEATTLE, Wash.-A five-cents an hour raise and a week's vacation with pay were quickly granted by the Lumber bosses after Northwest mills were tied up far and wide in the strike and Sawmill Workers Union (AFL) and the International Woodworkers Association (CIO) after a strategy conference in Centralia: The united efforts of the workers were greeted also by an agreement to institute a "sliding wage scale," which would make wages adjustable to rising costs of living.

Shipowners Foresee 80% Of Ships in Naval Reserve

After addressing the American Merchant Marine conference and the convention of the Propeller Clubs in New Orleans, the wellknown leader of the shipping interests, Mr. Frank J. Taylor, voiced some very frank opinions upon his return to New York last week. Some of the facts which Mr. Taylor cites, with a view to enhancing the prospects of profit for the shipowners, are equally of interest to the working seamen-from another angle, that of impending dangers.

80% of Ships in Naval Reserve?

"Although the United States is making rapid strides in rehabilitating its merchant marine for the foreign trade, it has neglected its important coastwise and inter-coastal lines which constitute two-thirds of the total American-flag tonnage," Mr. Taylor is quoted in an interview. "It is estimated that in time of emergency 600 vessels, or four-fifths of the present total, would be taken over for military purposes. When you consider that domestic vessels play an active part in time of emergency as demonstrated by the world war and their added importance because of their immediate availability and freedom of internment, it is imperative that immediate steps be taken to provide an incentive for our domestic lines to build ships."

What Mr. Taylor then proposes is tax exemption for shipowner profits as a sort of subsidy for the building of new ships. As usual, the employers are quick on the uptake. They see a marvelous prospect of increasing profits lying ahead and they bend every effort to take advantage of it.

What Happens to Seamen?

For the seamen who man the ships, the prospect painted by Mr. Taylor is not so good. The Casino Mendez apparently chance transfer of merchant vessels to the Naval Reserve that has been going on for some time has already thrown a good number of seamen out of work-with their only alternative being to work under scab conditions and for the scab wages provided for in the Naval Reserve or by the Maritime Commission Fink Training Program. We are told that no less than four-fifth of the present coastwise tonnage, or 600 ships, (Continued on Page 4)

ADMIRAL ATTACKS U.S. LAWS PROTECTING LABOR'S RIGHTS

In a report viciously interspersed with anti-Labor bias, Admiral Ray Spear, Chief of the U. S. Navy's Bureau of Supplies and Accounts, attacked the Walsh-Healy and Fair Labor Standards Acts as detrimental to "defense" production. His report received widespread publicity in the big business press and served as spearhead for a campaign demanding the repeal of the Walsh-Healy Act, voiced editorially in the "New York Times" of December 10, 1940.

Workers Score Big Victory

. The Seafarers' International Union scored another decisive victory when its affiliate, the Fish Cannery Workjointly conducted by the Lumber ers Union of the Pacific, was certified by the NLRB at North San Diego, California, as the exclusive representative for the purpose of collective bargaining of all maintenance and production workers for the Old Mission Packing Corporation.

The CIO United Fish Cannery Workers Union, Local 64, contended in the election and ran a poor second.

This victory is only one in a series that has marked the triumphant march of the Seafarers in this field. What little there still remains of the CIO union is threatened with complete elimination in the not very far future.

Demonstrating through actual accomplishments that it can win better conditions and pay for the workers in the fish canning industry accounts for the overwelming success the Seafarers have experienced and will continue to enjoy.

The Walsh-Healy Act requires that government contracts shall be given only to concerns observing the protective labor laws on the Federal statute books. According to this act, firms violating such laws as the Minimum Wage provision and that guaranteeing the right of labor to collective bargaining are automatically barred from the grant of government contracts.

Dept. of Labor Refutes Spear

L. Metcalf Walling, administrator of the Walsh-Healy Act for the United States Department of Labor, publicly denied Admiral's Spear's allegations in a statement before the Seventh National Conference on Labor Legislation which gives factual data to disprove the Admiral's charges point by point.

AFL Makes Strong Protest

The American Federation of Labor has also protested Admiral Spear's report, saying that "such misleading and irrational statements as the occasional Admiral is likely to make are seized upon for propaganda purposes by greedy industrialists and their screaming stooges in Congress to help their shortsighted campaign for bigger and ever bigger profits out of the defense program at the expense of the workers."

Beef to See Beef

A strange beef arose on the Honduran freighter Mana the other day. Scheduled to sail from Boston last Monday, the vessel was delayed by striking Negro crew members who demanded wage increases and -permission to see the Joe Louis-Al McCoy heavyweight championship fight. The crew settled their beef satisfactorily, and doe did likewise with his beef. Looks like the real McCoy in the way of straightening out beefs all around.

Notice to All Branches

The following men are not to be issued books or permits in the Seafarers' International Union of North America:

Manuel Ortega Gustavo Herrera Zaffira Valsamis Jose Garcia William Walker Henry Ray Joe J. Soto, Jr. John Gutienz Manuel Lopez John W. Connor

Joseph Kulak Santos Lattalladi Jesus Muino Francisco Arman Juan Aponte Gatano Salbo James Saunders Antonio Mendiola Miguel Otero Abraham Aponte Erasmo Munz

Post these names in each branch office and keep a close check. These men worked against the interests of the SIU on the S.S. Delfina of the Baltimore-Insular Line.

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ATLANTIC & GULF DISTRICT

Seafarers' International Union of North America

Affiliated with the American Federation of Labor

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Pointed Remarks on the Admirals

In the American Federation of Labor's "Weekly News Service" of December 10, 1940, Editor Philip Pearl makes some especially pointed remarks about the Admirals of the U. S. Navy. Says Pearl in-his Facing the Facts column:

"It seems that some Navy Admirals are out of step as usual. The latest to fall by the wayside is Rear Admiral Ray Spear, who in his annual report as Chief of the Navy's Bureau of Supplies and Accounts, complains that the Walsh-Healy and Fair Labor Standards Acts are retarding expansion of industrial facilities to meet defense needs.

"But it's not a bit surprising to hear a Navy Admiral talk like a member of the Union League Club. In fact, the high-ranking of ficials of our Navy form a more exclusive set than any group of pot-bellied plutocrats in the nation. To some of these Admirals democracy is as foreign as it is to Adolph Hitler. They are used to dictatorial methods. As commander of a battleship, a squadron or a fleet, an Admiral stalks the deck with complete authority. He hears no labor problems, sees no labor problems, he knows no labor problems. With such a background, it is no wonder that the Admirals find it difficult to understand the complexities of industrial production where civilian workers, not men in uniform, are employed."

Seamen Have Same Experience

Anyone who has had to deal with Admirals on matters affecting labor will naturally share these views. Their whole course on the Maritime Commission has been characteristically anti-labor. Their latest attempts to railroad the seamen of the Merchant Marineunemployment among whom is rising due to the transfer of vessels to the Navy and Army transport service-into the Naval Reserve are similarly in character.

First Line of Defense for Labor

But neither the seamen nor any other section of Labor is going to be intimidated by the drive to reduce their rights and their living conditions undertaken by the Admirals-to the enthusiastic plaudits of their pot-bellied associates among the plutocracy-all in the name of "defense."

For labor, "defense of democracy" means first of all having and maintaining the democratic right to organize and bargain collectively, to ensure a living wage. If that "defense of democracy" has to be undertaken in the first line against the opposition of the plutocraey and the Admirals, so be it.

"Time to Democratize Navy"

As Mr. Pearl sums up in his column, "the time has come to democratize the Navy." Will it be necessary for the rights of Collective Bargaining and Fair Labor Standards to be introduced in the ranks of the Navy in order for the Admirals to recognize such rights as inviolable among civilian workers?

Yes, the time has come to democratize the Navy!

MORE ABOUT

Starving Shipowners and NMU Big-Hearts

Remember how Howard McKenzie, Moosejaw Curran and the rest of the NMU officialdom shed bitter tears last spring and wrung their hands about the poor, starving shipowners who couldn't afford even a \$2.50 increase in monthly pay?

Well, here's another item we checked to show how phoney this plea of the big-hearted friends of the down-trodden shipowners actually was and is:

From the Journal of Commerce, December 13, 1940-

"Earnings of the Southern Pacific appear to be pointing definitely upward, and although for the first ten months income of the system and non-affiliated solely controlled subsidiaries was about on a par with a year ago, the final consolidated report, which includes subsidiary losses, is expected to show better than \$1 a share, compared with 61 cents in 1939. . ."

The Southern Pacific is, of course, the Morgan Line of vermininfested foc'sl fame-under contract with the NMU. As can be seen from the report, the company's stockholders aren't exactly applying for home relief.

It would be well for the membership of the NMU to hold their officials to the business of acting in their behalf, instead of breaking their backs with sympathy for the alleged plight of the operators.

Unions Take "EWA" Case to **Supreme Court**

(Continued from Page 1)

though the charge, to anyone knowing the facts of the case, sounds ridiculous, a jury-after having been instructed by the bench accordingly - brought in the astonishing verdict of guilty. Since the jury was originally a hung jury with six for conviction and five for acquittal, the verdict was a compromise and recommended leniency, and the men got a sentence of from 1 to 3 months for sixteen of their number and a suspended sentence for five

Important Test Case

The unions involved in the case, the SUP and the MFOW, immediately realized that here was more than just an ordinary case. It was an attempt to set a precedent by which to prosecute militant seamen for "mutiny" when they knew their legal rights and acted on them. The two unions therefore undertook officially to conduct the defense of the men and to appeal their case to the higher courts.

End of Second Round

The decision of the Circuit Court of Appeals constitutes the second round in this defense. The judge who acted on the appeal made some astounding blunders in his decision. On the one hand he charges the crew with acting with "alacrity" in declaring the articles abrogated, when the skipper refused them a draw-to support his upholding the judgment declaring them mutinous. On the other hand, he charges that they did not get off the vessel with sufficient speed-a sort of lack of that "alcrity"-to support the same judgment.

He doesn't deny that the men were within their rights to declare the articles abrogated when the skipped refused them a draw. He questions their rights to stay on board ship thereafter - although they did so only until they were paid off in Port Said and guaranteed their transportation back to the U.S. as provided by He completely disregards that the law specifies that they are entitled to passage back.

On With the Fight!

In view of the seriousness of the case, which if it stands, sets a dangerous precedent whose effects have a direct bearing on the rights of all seamen, the two unions are making preparations to appeal the case to the Supreme Court—the third round of the fight. All support and encouragement is due the unions and the men involved in this fight. Their cause is the cause of all seamen.

Permits Revoked

The permit of the following seaman has been revoked and his card should be taken in when he appears at any branch of the SIU:

J. N. Shea, No. Z-96519

He is not to be shipped under any circumstances.

Compares SIU and NMU on Bonus

New Orleans

December 14, 1940 Editor, Seafarers' Log Dear Sir and Brother:

Shipping last week was pretty good, with a total of 71 men dispatched to various jobs. Shipped eight Permit Card men.

Not very many major beefs around here lately. Nearly all the ships coming in here for the Far East have beefs on them about the riders. They sign on in other ports and when they get here, they want the riders changed, so they can get a transportation clause put in them.

The men on the Standard Fruit and Steamship Co. ships have gone out on strike. All six of these ships fly the Honduran flag. The radio operators are the only union men on these ships; they belong to the American Communication Union, an affiliate of the CIO. The men are demanding a flat \$10 per month increase in pay, 70 cents per hour overtime, a nine-hour day at sea and an eight-hour day in port. A.B.'s get \$62,50 on these

The NMU is on record to help these men in their fight with the Standard Fruit. They are using "phoney," "unorganized" SIU the NMU hall to hold their meet- ships the men get a bonus over ings in while on strike. As proof \$75 and on your "well-organized" of what help the NMU can give ships the men get a measly \$10 these men, I quote an article that appeared in one of the local newspapers here this week:

"The protest registered with the officials of the Lykes Brothers S. S. Co., Inc., yesterday by the NMU crew of the S.S. Reuben Tipton will not interfere with the scheduled sailing of the vessel for Japan today. Both company and union officials agree on this. The same. crew has a contract with the company which prohibits strike ac-

tion. The protest was against the shipment of gasoline and phosphate to Japan, and advocated a complete embargo of Japan because of its invasion of China. The crew members are now receiving a war bonus amounting to about \$10 (ten dollars) per man per voyage for trips to the Far East. On January 9th, both company and union officials will open negotiations with regards to raising this bonus."

Why don't the NMU officials and the shipowner get together before January 9 to open negotiations for a bigger bonus? Why do the NMU men sail the ships to the Far East for a measly \$10 bonus? These are the questions asked by the men on the SIU ships, and also by some of the NMU men.

The NMU in the Pilot has always boasted about their good conditions and wages, and yet today they sail their ships to the Far East for a \$10 bonus. And the SIU sail their ships to the Far East for nothing less than \$1.00 a day from Honolulu back to Honolulu. A bonus over eight times as much as the NMU is getting.

Yes, Mr. Curran, all these good union men wonder why on these bonus. Could it be that the SIU officials are for the men and not for the shipowners? Why is it that you and your bunch cannot get gains for seamen like our officials have gotten for us?

By the past record of the NMU we do not think they can give the seamen on the Standard Fruit ships much help. I believe the majority of the seamen think the

Fraternally yours, C. J. "Buck" Stephens.

Seafarers' Log Honor Roll

S.S. HASTINGS Deck Department_S. A. Jennings, \$1.00; E. C. Lodiglani, \$1.00; Sparks, 25c; T. Crocker, \$1.00; J. H. Copenhaver, \$1.00; E. J. Dorgan, 50c; P. D. Walter, 50c; J. B. Brodeur, 50c; J. Koen, 25c; Emil Harm, 25c; G. Robinson, 25c; N. Webb, 25c. Engine Department_J. Skoper, \$1; J. D. Edwards, 50c; F. V. Pesek, \$1; H. Halcombe, \$1; W. Merickle, \$1, R. E. Giadrosich, 50c; A. Ingram, 50c; J. B. Ross, 50c; H. Hall, 50c; J. R. Hall, 50c; W. J. Herring, 25c; C. Steers, 25c; J. Fulton, 25c; J. Jansinus, 25c. Steward Department_C. Collins, 50c; F. Bradley, 50c; L. Hall, 45c; I. Evens, 25c; Willie Kyles, 45e; Frank Denis, 45c. S.S. SEATRAIN NEW JERSEY R. Burns, \$1; A. E. Smithson, \$1; G. O. Pollard. \$1; M. Renach, 25c; Jose Martinez, 25c; Maglicio, 50c; Misc. \$1.60.

S.S. PANAMA CITY Bowen, \$1; Musi, \$1; Bradley, 50c; Smith, \$1; Hewey, 50c; Wandell, 50c; Douglas, 50c; Jordan, 50c; Robinson, 50; Phillips, 50c; Jones, 50c; Coker, 50c; Hughes, \$1; Elliot, 50c; Pearson, 50c; Molony, 50c.

**************************	10.00
S.S. CASSIMIR (Crew)	10.00
S.S. CATAHULA	3.95
S.S. HILTON (Deck Dept.)	3.75
S.S. HILTON (Engine Dept.)	4.00
S.S. HILTON (Stewards Dept.)	1.25
Harry's	1.00
Albert Blasi	1.00
H. A. McAvoy	1.00
Clarence Chambliss	1.00
H. Houghton	1.00
Thomas Milsted	1.00

Total .. \$65.40 What's Doing -

Around The Ports

TEXAS CITY

December 9, 1940.

Editor, Seafarers' Log Dear Sir and Brother:

A little late this week, but better late than never. A swarm of ships showed up here to end the week and got me into high, to where no slowdown was possible.

To top off the week the Azealea City called for a cook, an oiler and a fireman at 7:00 P.M. Saturday night. So by the time I got them rounded up and aboard the ship, it was well onto the new week.

Fourteen men to the point of production for the week, forced to let the S.S. Carolyne sail an A.B. and Carpenter short.

The Alcoa Scout came in Friday morning, sailed Saturday. Watches were maintained in the black gang so the old overtime squabble came up on this. The S.S. Raritan was in here on Monday and the gang called the hall, so I went over there and was surprised to see the conditions aboard these ships. Just goes to show what can be done with these small ships if the old bean is used for something besides a hat rack.

Received the ballots and gear for voting from headquarters and started the same with the Seatrain New Orleans leading the

All hands that are entitled to should make it their business to get to the hall in the port they are in and arrange with the agent to muster a committee to vote the ships' crews. Don't think that voting is a privilege. It is the duty of every member to cast his

Onendago, one of Ford's scows, usually up on matters of this last week. Here is the score: one kind and they can readily tell man went oboard in the evening you what the score is on this and quit in the morning, worked kind of propaganda. Take it up four hours overtime, paid off with with them before you take any one day's pay, which totaled the action on it in your meetings. large sum of \$3.40. When he asked for his overtime he was of all departments because the told that Ford didn't pay any, ships are sailing every day from that's why he paid the big wages. this port short-handed. We still On one of our ships for the same; have three ships in the shipyard time he was aboard the scow he being reconditioned and we will would have collected four hours at 80c, or \$3,20 plus a day's pay men who are anxious to ship Editor, Seafarers' Log at \$2.75-all told: \$5.95. Nuff quickly, come on down to Mobile

The other man went aboard and the mate told him his watch. Also told him that at sea the crew works Saturday afternoons, no overtime. About that time the A.B. started telling the mate that

NOTICE TO ALL SIU MEN

Canadian Branches of the Seafarers' International Union

When in Canadian ports, visit the halls of the following organizations, affiliated to the Seafarers' International Union of North America:

CANADIAN SEAMEN'S UNION 406 St. Lawrence Boulevard Montreal, Canada

BRITISH COLUMBIA SEAMEN'S UNION 340-B Camble Street Vancouver, B.C. Phone: TRinity 2251

as a union man he couldn't work for less than union wages, so the Ford wagon still needed an A.B. And that's that for Ford, the "benefactor" of the working stiff. Yours till all ships pay the Ford

scale, plus overtime. A. W. Armstrong.

MOBILE

Dear Sir and Brother:

December 10, 1940. Editor, Seafarers' Log

This port has seen so much activity the last few days that it has been impossible to take time out to give you any news. Last weekend we had an order to ship a full crew for the S.S. Alcoa Shipper which was formerly the S.S. Davenport. We got the crew without a great deal of trouble, but at the same time we had four other ships in port which wanted men also; the Bellingham, Bayou Chico, Delmundo and the Alcoa Scout, which used to be the Point Salinas, Altogether there were around eighty men dispatched to regular jobs over the weekend.

The Alcoa S.S. Co. has finally started their run to the Islands in earnest. The Alcoa Shipper is at present making that run to haul bauxite. There are still three vessels belonging to this company laying in the shipyard being reconditioned. These ships are being put in first class condition as befits an SIU crew.

It has come to our attention that some of the ships have been receiving pamphlets through the mails from a Camp St. address in New Orleans. These pamphlets are not signed by any one individual but by a committee. Fellows, when this kind of literature comes on board, take the matter up with your Patrolmen or Shipped two men to the S.S. agents for clarification. They are

> We are in real need of seamen need full crews for them. All you and I'll guarantee you that you won't be here long. That's all for this week.

Fraternally yours, Robert A. Matthews, Engine Patrolman.

New Runs for Eastern Line Ships Announced

The Eastern Steamship liner Evangeline, beginning with a departure from New York on January 18, will open a weekly run between this port and Nassau in the Bahamas, the company's offices announced this week. Sailings from New York will be on Saturdays, according to this announcement, and arrivals in Nassau on Tuesdays. The ship will dock at New York on Fridays.

The company also announced that the liner Yarmouth, starting one. with December 30, will be placed on a bi-weekly run between Miami and Nassau, leaving the Plorida port on Saturdays and Mondays. The latter service will vor of the crew. be in cooperation with the service maintained by the P and O S. S. Company.

JACKSONVILLE

December 12, 1940.

Dear Sir and Brother:

As the elections for officials and voting on the strike assessment for 1941 just started a few days ago, quite a few of the members off ships coming in here have shown their interest in the affairs of the Union, and are coming up to the hall to vote. At this time of writing 51 members have shown their desire to know what the union is doing at present.

Anyone coming into this port, and is a full book member and in good standing will be transport ed up to the hall free.

We have the Elizabeth coming in tomorrow the Dorothy, Sat.; West Kyska and Barge Hardin, on Monday. We had a little turnover last week, with eight members being dispatched to various Bull Line ships.

A few of the brothers are taking it upon themselves to quit in out-ports where there are no branches. Remember brothers, there are other members who also want to work. This is working hardships on some of the brothers, and anyone knows that Jacksonville is tough shipping. I am sure that the membership will take it upon themselves to see that this sort of thing ceases.

Wednesday night we got a call for 12 riggers to go out to Camp Blanding at \$1.25 an hour, and the best we could do was to send them six brothers. These members are guaranteed at least four or five days work, at \$15 a day. Not bad, eh?

in this neck of the woods a couple of days ago, and made a statement to the Jax, Journal that they had between 53,000 and 54,000 members in the NMU. He must have been counting all the needle workers, shoemakers, butchers, and street-cleaners in members.

thing runs smoothly.

Fred Lauritano.

December 17, 1940

Dear Sir and Brother:

last week.

Activities in the port of Savannah have been very good in the

It seems as if every ship that comes in here has three or four men quitting who want to go home for Christmas. Naturally this has taken everybody that we had ashore here, so that when anyone calls for replacements we are having a heck of a time get-

ting anyone for the ship. S.S. Cassimir was in here yesterday and we had a helluva time in sailing her with a full crew. As she was going to Cuba, she

couldn't sail short-handed. Also have the S.S. Caroline in here today. She is in fairly good shape with the exception that she breaking apart. needs four A.B.'s and one Carpenter, so I guess I will have to get busy this afternoon with a drag net and see if I can't reach some-

Also had a beef on the S.S. City of Birmingham last week in go. This finally was settled in fa-

Wishing one and all a Merry Christmas and Happy New Year. Charles Waid, Agent.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA Atlantic & Gulf District

Room 918, Washington Loan & Trust Co. Building, 9th and F Street, N.W., Washington, D. C. P. O. Box 6180 Phone: District 5963

HEADQUARTERS

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		. 2 Stone St	
	BOSTON	. 330 Atlantic Ave	LIBerty 4057
	PROVIDENCE .	. 465 South Main St	Manning 3572
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BALTIMORE

News and Views

Crew Replaced -- Shipping Schedules -- Draft Monkey Business -- NMU Stuff

Department. Acting Dispatcher ments. The beach list shows a total of 182 brothers at present.

Crew Replaced

The SIU's three to one victory over the NMU on the four ships of the Baltimore Insular Line and No-Coffee-Time-Joe was down the subsequent signing of an agreement with the company made it necessary to replace an entire NMU crew on one of the ships.

Robin Line's ROBIN DON-CASTER was launched here Saturday, joining her sister ship, the ROBIN LOCKSLEY, in the fitting and their recent agreements with New York City to have that many up yard. The LOCKSLEY should a couple of the coastwise lines go into service at the end of Jan- which surrender the hiring hall At this time of writing, all vary with the DONCASTER folships are being made, and every lowing her about a month after ship sailing out of this port every union has won favor in the eyes other week for South African of a few of the shipowners who,

Shipping Schedules

The Alcoa outfit (Aluminum Line) will also have a sailing every two weeks for the West Indies run. Waterman is hitting this port with a ship a week on the Far East service. Bull Line's RUTH took over the Gulf run from the EDITH, with the latter vessel going on the Puerto Rio tramp service. The Line's MON-ROE is laid up temporarily with engine complications.

Draft Monkey Business

The Board of Directors of several of the steamship companies have decided they will not ask the draft appeals board for deferment for their seamen.

Phillip Murray, new boss of the CIO, was forced to kick Joe Curran upstairs to a vice-president's job in order to keep the CIO from

Murray and Hillman intended cleaning the Stalin followers out of the CIO as they cleaned them out of their own unions; but Curran, Bridges et al, threatened to take their organizations out of the CIO and start a new internaregards to tying up and letting tional organization, modeled along the lines of the old C. P. outfit, the Trade Union Unity League. Even at that Murray might have let them go, but Lewis hinted he might take the

BALTIMORE, Md., December 9 | mine-workers with them and as 1940. - Shipping continues first it is the per capita from the class out of this port, and the mine workers that keeps the branch is experiencing occasional whole CIO going, Murray was difficulty in supplying replace forced to compromise and give ments, particularly in the Deck "No Coffee Time" a vice-president's berth. The commie maneu-McKay's report for the past week ver in putting Curran up for the showed 120 members shipped and berth is clear. Joe still ranks as 94 registered in the three depart | the perfect stooge and besides being in a position to be shoved into the President's chair when Murray is ousted, he can also get enough international support to take over the longshoremen and merge them with the NMU when and if Comrade 'ARRY gets deported. The financial standing of the NMU is very bad, but a merger with the longshoremen and the ACA radiomen will save them from flopping.

NMU Stuff

NMU's wage cutting activities privileges and give the companies the right to pick their crews from that. The company will have a beach lists submitted by the as one of them expressed it, 'would rather do business with a conservative communist than a militant American," but the NMU rank and file are getting out of hand, as witness the recent job action on one of the United Fruit ships, despite the pleadings and threats from the NMU patrolmen.

Considerable comment has been aroused by the NLRB vote on the Calmar Line, which came out 323 to 9 in our favor. The question is: "Who were the nine stooges?" But we're inclined to think that the nine wrong-way votes were cast by members who were just a little bit "high" and had trouble getting the little printed squares to stand still while they got their cross mark down.

W. H. Elkins, Agent.

In Memoriam

Jose Martinez Died at U.S. Marine Hospital Baltimore, Md., on December 1, 1940

Pablo Sierra Died in U.S. Marine Hospital, New York, N.Y. on Dec. 9, 1940

> Cliff B. Russell Drowned at Aguadilla, Puerto Rico

ATTENTION ALL S.I.U. CREWS!

According to instructions received from Secretary-Treasurer Sydney Gretcher this week, all beefs involving the tie-up of ships or delayed scheduled sailings MUST BE REPORTED TO HEADQUARTERS, for the

In case a dispute arises on your ship which results in any general discontinuation of work or holds up for any time whatsoever the sailing of a vessel, BE SURE TO INFORM THE BRANCH AGENT at the nearest SIU office. This must be done without fail in order to insure the best interests of the union as a whole. It is the duty of each ship's delegate to see to it that this instruction is carried out immediately.

What Sad Experience Teaches **About Safety On Job**

TEXAS CITY

December 16, 1940 Editor, Seafarers' Log

Dear Sir and Brother:

Another week of action in the garden spot of the world. If you don't believe it, you should see the water spreading around down in this country. Rain, ye Gods, and then some!

A couple of tanks caught fire in a local refinery during a storm the other night. The next day, John Work Ox, while trying to put it out, was caught as a rat in a trap. Result, so far: three have died from it and a score more are badly burned. Which just goes to tion of the two largest liners show once more that slogans don't make safety. Safety is what the men on the job make it, not what the office wants. A fine Christmas for the wives and kiddies of those injured! All because somewhere some one blundered in this week. not having foreseen the possibilities of such an accident.

This happened to shoreside, workers, but the lesson is just as clear to members on the ships. Many a time to save those couple of extra minutes, orders will be given to sluff on this or that. If something happens to you, a "so sorry please" from the owner They are expected to enter the won't undo the harm. So heads transpacific service of the Presiup in the coming year, let all dent lines. hands take those few extra minutes and be on hand at the end of this coming year as we are at promenade, boat and sun decks, world; but when the same monthe start of it. Don't forget that They are to provide accommoda-John Shipowner don't take the tions for 1,000 passengers and a chances. He just pays for them in gilt. You pay in suffering.

time of writing is still on, and verse bulkheads with numerous no milk is being had in the port. other watertight and oiltight The hearing on the anti-trust case bulkheads, with special provisions was as usual The boss was for safety in the event of colshocked that the lowly working lision.

stiff has the gall to ask for improvements!

Shipping still very good, Having to put on my hunting gear to fill some of the jobs.

Steady as she goes and a Merry Christmas to all.

A. W. Armstrong.

Comm. to Build Largest Vessels **Constructed Here**

Contracts for the construcever to be built in the United States will be signed within the next two weeks by the Maritime Commission, it was reported from Washington

The Seattle-Tacoma Shipbuilding Corporation, a subsidiary of Todd Shipyards is the only bidder and will probably be awarded the jobs.

According to plans described, the giant liners will be built with smokestacks on the sides of the decks to make possible their conversion into airplane carriers.

In addition to five complete steel decks, the ships will have crew of about five hundred (500). Cargo space will run to 535,000 bale cubic feet. The hulls will The Houston milk strike at this contain fourteen watertight frans-

Shipowners Foresee 80% Of Ships in Naval Reserve

(Continued from Page 1) stands to be taken over in time the unions which have gained a of emergency!

won union conditions on the coastwise ships in that eventuality? It is a cinch that even the Maritime Commission will not be able to produce enough finks to replace the crews on four-fifths

break the fighting backbone of few improvements in working and What will happen to the hard-living conditions the last few years at the cost of such sacri-

Preparations Are Necessary

In any case, serious danger looms ahead on the union seaof the coastwise and inter-coastal man's horizon. The issue of Naships. Will there be some move val Reserve wages and conditions Navy? to force the seamen into the Na- is becoming of vital concern to all val Reserve by act of law? Will seamen. The very existence of the present conscription act be maritime unions is at stake. If of profits. The seamen who man used to get the most militant the unions of the shipbuilding the ships will have to prepare to younger union seamen off the crafts can wage a struggle for guard against the danger of ships and into the army so as to union wages and conditions in the blows aimed in their direction.

shipyards run by the U.S. Navy and get results-why can't seafaring workers follow the same path on ships under control of the

The shipowners are preparing to take advantage of the prospect

Out Of The MAILBAG

Crew Takes Cue: Writes of Conditions

S.S. Cassimir, At Sea December 2, 1940.

Editor, Seafarers' Log Dear Sir and Brother:

This crew noticed in the Log a short while ago that Agent Arm strong of Texas City had made what he thought was a very constructive suggestion regarding more crews writing in to the Log. commenting on how things were coming along on the various ships and waterfronts. Therefore, at our last regular meeting on board here, the crew instructed the ship's delegates to write in and sum up some of our thoughts and actions on several things and at the same time take the opportunity to make a donation to the Log.

Action on Beef

have-along with other crews aboard the Cuban-Distilling ships-been working right along in an attempt to obtain an additional man in the Steward Department since, as you probably know, this outfit carries one man less than the other steamship companies. On our arrival in Baltimore next trip when the vessel do not have authority to enis scheduled for drydocking, we are going to have our Agent in that port contact the Marine Superintendent and see what can be done. If we receive the same action from our officials there that we have received in the past, then it's a Lead Pipe Cinch.

Discuss "Log"

The Log itself has come up several times in the past for discussion. It seems to be the concensus of opinion among the members of this crew that we should vote for a one dollar assessment to be used solely for the support of the Log and in this way guar antee a steady income for the paper and also insure it being pub lished regularly.

Before closing, we should like to point out the fact that there are two types of seamen that, as an organization, we must either straighten out or kick out. These two types are as follows:

Two Bad Eggs

(1) The monkey who, when sober, hasn't got a beef in the key gets gassed up he raises Hell continuously or at least until he sobers up, in the meantime disrupting the entire crew. It's a poor kind of bum that gets his Militancy out of a Bottle.

(2) The bird who is always going to make another trip; that is, until about three minutes before sailing time. Some of them seem to think that the shore patrolmen make their beats in airplanes. Such activities if kept up will eventually lose us some ships and they should be stopped immedi-

We are closing now so as to get this letter in the mail on docking. Our regards to the membership.

> Fraternally yours. Charles J. Murphy, #911 Paul Hall, #190 Antoine Bosch, #4607 Walter J. Hodges, #85

Draft Director Speaks on Seamen-Before Shipowners

House before an audience of shipowners' belonging to the Amer-Colonel McDermott, New York director of Selective Service, expanded on the relation of draft were present, it is needless to say.

The fate of the seamen under the draft seemed to be a matter of mutual concern to the Colonel's Selective Service board and the shipowners only. The seamen are only expected to serve, you see. "Their's not to question why, their's but to do and die."

The gist of the colonel's remarks was that seamen as a class could not be deferred from ever. On guard against discrimi-Selective Service. (The shipown- nation, mates!

Speaking at the exclusive India ers did not shed bitter tears at that.) To see that key men are not drafted and thus to avoid disican Merchant Marine Institute, locations, shipowners must see to it that the proper affidavits are furnished to each individual in question. (That rather pleased procedure to seamen. No seamen the fat boys-what a chance to take care of their company stooges!) For the bona fide sea? men, there is the Red Tape of the appeals boards to rely on. (What a chance to get rid of all those troublesome militants while they are entangled in the tape.)

All in all, a very satisfactory luncheon for the shipowners. No cause for seamen to rejoice, how-

Supreme Court **Annuls Picketing** Injunction

WASHINGTON, D. C.-In a unanimous opinion the United States Supreme Court ruled that the Federal courts join or restrict picketing in labor disputes, even if violations of anti-trust laws are alleged.

Justice Black, speaking for the Court, said that when Congress passed the Norris-LaGuardia Act banning anti-picketing injunctions by Federal courts, it did so to drastically curtail injunctive powers of these courts and with the "clear intention" of straightening out "misinterpretations" of the Sherman Anti-Trust Act. The Supreme Court's decision reversed a ruling of the Seventh Circuit Court of Appeals, which held that a Chicago milk drivers' union, A. F. of L. affiliate, should be enjoined from picketing a Chicago dairy firm.

Chickens, Congress And Labor Figure In Fast Repartee

A snappy piece of repartee resulted from comment made by reactionary Congressmen this week regarding the labor costs involved in repairing the Gapitol dome.

Representative Albert J. Engle of Michigan remarked to his colleagues that "chickens hatched by Congress" in the form of protective labor legislation are "coming home to roost on the Capitol roof."

To which John Locher, secretary of the District of Columbia Building and Construction Trades Council snapped back that it was these chickens that were "safeguarding him (Rep. Engle) and his fellow lawmakers from having the roof crash on their heads." Not bad, not bad.

Shows How Curran Aids Fink Program Publicity

November 15, 1940

Seafarers' Log To the Editor:

With the season closing on the Great Lakes, the Maritime Commission is flooding the district with propaganda and inducements to seamen to come down to the Hoffman Island training school for the winter.

In a plugger issued over the name of Admiral Emory S. Land, the argument is made that the M. C. is a friendly supporter of organized labor:

"Anyone who by direct statement or implication, seeks deliberately to create the impression that the purpose of our program is directed against union organization in the maritime industry, is a fraud."

Them's harsh words. But he's willing to prove them. He gives a number of touching testimonials from "Men Who Know," designed to palm off the fink school as a godsend for seamen.

His last quotation is his trump card. It's by none other than Joe Curransky, Land's "Union" pimp for the training schools (from the Pilot):

"Most of our members seem to think that the school is a 'breeding place for finks.' If the union encourages the school, there wouldn't be a chance for a 'breeding place for finks.' In my opinion, the school, failing the support of the union, would of nec essity be thrown open to all comers and then we would regret our short-sighted policy. I may be wrong, but to me it's old logic. . . My final advise for the good of the membership is 'Back it, don't buck it."

"Back it, don't buck it!" says Joe-Joe when the shipowner wants training schools, M. C. shipping halls, fake unemployed compensation, or five year peace plans. He's all for it.

But when it comes to something the men want-like a wage raise, decent conditions aboard ship or a little democracy in the union-then the slogan is turned around.

Then it's: "Buck it, don't back

C. Cowl, SIU, No. 985.

A.F.L. Backs S.I.U. Demands

The New Orleans convention of the American Federation of Labor adopted the following motion unanimously:

"That the protest of the Seafarers' International Union of North America against the induction of Merchant Scamen into the Naval Reserve and against compelling seamen to come under the Harbor Workers and Longshoremen's Compensation Act be referred to the Executive Council for study and to give all possible support to the Seafarers on these subjects."