

NMU RAISES HELL ON SS ACADIA



Matthew "Duke" Dushane, SIU Atlantic Dist. Chairman, and Joseph P. Ryan, ILA President, at AFL Convention in Cincinnati.

DUSHANE REPORTS PROGRESS AT A. F. OF L. CONVENTION

Further Cooperation Pledged By Ryan and Bradley of ILA

WINGATE RUNS AFOUL OF LAW

New York, Oct. 18—Last Monday night's Atlantic District Headquarters meeting got under way at 7:00 o'clock sharp with a large and enthusiastic group of members in attendance.

Emergency Board Chairman "Duke" Dushane, just returned from the AFL Convention in Cincinnati, reported on what had taken place there, and stated that the Convention had gone on record to support the Seafarers' in every way possible. He reported that President Harry Lundberg had been unable to attend because of a little trouble on the West Coast, but that he had submitted

a written report of the progress of the SIU to the AFL Executive Council. "Duke" represented both the Atlantic and Gulf Districts for the SIU, and stated that the organization had come in for plenty of favorable comment. He further reported that a spirit of closer cooperation between the SIU, the ILA, and the ILA Marine Division was promised by ILA President Joe Ryan and Captain Bill Bradley of the Marine Division. In the past year the ILA has been of considerable assistance to the SIU, and it is hoped that, with their complete support, more ships will be organized into the Seafarers'.

Wingate Caught

"Duke" stated that he had stopped in at Baltimore on his return from the Convention to sign an affidavit regarding the check upon which Wingate, ex-Baltimore Dispatcher, had forged his endorsement, and that the money would be repaid to the Union by the bank as soon as

the insurance company OK's payment. It is reported that Wingate, alias Mingate, is somewhere in Kansas in the toils of the law, having run afoul of them when he attempted to sell a stolen car he had taken with him when he left Baltimore.

The Quarterly Finance Committee reported to the meeting that they had found the books in perfect order, and announced a gain of 542 members over the previous quarter. The Committee was composed of L. F. Lewis, M. Whitehurst, Frank Deyo, Wm. Hamilton and Roscoe McCarthy.

Howard Benn, of the Investigating Committee, elected at the previous meeting, reported that all of the beefs on the SS Cornish had been straightened out, but cautioned the members as follows: "He seemed very sincere about it all, but don't take any stock in what he says until you see the results with your own eyes." In other words, if

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RACKETEERS MUST BE ELIMINATED FROM SEAMENS' UNIONS

SS Seatrain
New Orleans,
Havana, Cuba.
Oct. 19, 1939.

Editor, the "LOG":

All indications are that we have the NMU on the defensive which, logically enough, precedes defeat. Any organization must either go up or down—ahead or astern—in ships' language. We are going ahead, with the moral justification that we are right, and that we are going to establish on a nation-wide scale that type of maritime union which belongs to the seamen who compose it, and reacts only to the will of the members who alone are the governing body.

We are on the aggressive because we have no treachery, no act, and no affiliations to defend. The Seafarers' International Union must continue to be formed of progressive members of the American Federation of Labor, revolting bona fide seamen of the degenerate National Maritime Union, and the proven seamen of the Pacific Coast, from which elements the SIU was organized.

Eliminate Racketeers

There is only one program for the SIU to fulfill, and that is the complete elimination of every la-

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Comrats in A Dither Over SIU-SUP Combine

Philadelphia, Oct. 14—Looks as if the progressive action of the SIU is too militant for the commies in the NMU. In other words, it is too much on the order of the SUP, so the Commy-IO said to the Nazi-O, "Look here, comrats, this will never do, we have used every trick in our bag for the past five years, trying to rule or ruin the SUP. Now we have an SUP, in our own backyard, by the name of the SIU; so rally round, you Union-wrecking comrats, and let's split this combine before we lose our pie. How in the Hell can we sell out for phoney agreements and two bit war bonus with a militant union in the field? Why, at the rate this SIU is going, it won't be long before the few dues-paying members that we have left gets wise—and then where the Hell will we be? Why, it might get so bad that our misguided members will become enlightened and walk off the Fink training ships, and refuse to ship out of the Fink Commission halls! If that comes to pass, where the Hell are we going to get our finks from to fink on our rank and file when they go on strike? So fellow comrats, the SIU and the SUP combine must be split up if we are going to keep a split in Labor, and if we can't keep a split in Labor, good-bye commienazi.

"Let's take a look at the past: (Continued on Page 4)

PASSENGERS COMPLAIN OF INSOLENCE OF NMU CREW

Commissars in Their Anxiety to Fink Ship Many Non-Seamen

OFFICERS THREATENED

New York, Oct. 20—The Eastern Steamship liner Acadia, under charter to the U.S. Lines, arrived in New York last night after what passengers described as an exceedingly hectic trip across the Atlantic. Not only was the weather bad, but also the crew, particularly the members of the steward's department.

The Acadia carried 520 refugees from Europe, 482 of whom were American citizens fleeing from the dangers of war. The ship was caught in the same storm that battered the SS President Harding, but the passengers didn't complain about the storm, and were volu-

ble in their protests against the service, and insolence of the crew.

One passenger stated: "Sometimes when the head stewards would issue orders to stewards, the stewards they didn't have to execute the orders." Another complained that "The service was desperate. The stewards refused to clean up and were very insolent."

Officers Threatened

One officer claimed that he and several other officers were threatened when they tried to maintain discipline, and he added that, for the first three days, the ship was not even properly cleaned. Another officer said that even Capt. Allen was addressed in abusive language, but the Captain denied it.

It will be remembered that SIU members refused to sail the Acadia unless they were guaranteed

a decent war bonus, and war risk insurance, and the ships were manned by men shipped out of the NMU hall, making them, as far as the SIU is concerned, finks.

Non-Seamen in Crew

According to reports in the local press, the Acadia carried 136 stewards, of whom 67 were colored men who had never been to sea before,—which is a clear indication of to what lengths the NMU officials went to get their membership to scab on the Seafarers' International Union. It is stated that a NMU delegate admitted that many inexperienced Negroes had to be hired when the ship left New York, as they could not get enough of their own members to fink.

All Sorts of Finks

The stories in the local papers state that much of the trouble was due to conflict of opinions between members of the NMU and (Continued on Page 4)

New Agreement Negotiated With Cuba Distilling Co.

New Closed Shop Contract Blocks Commies' Plans to Take Over

CURRAN'S HOPES GET JOLT

New York, Oct. 19—Throwing the lie in the face of the announcement by the NMU top flight commissars that they were going to take over the Cuba Distilling ships, the SIU early this week concluded negotiations on the terms of a new agreement, and it is now signed, sealed and delivered.

The new contract embodies, of course, an air-tight closed shop clause, and hiring through the Hall. Provision is also made for paid vacations, and the question of overtime is not neglected. A raise in wages is included in the new agreement, and the matter of coffee-time is well provided for.

Commissars Foiled

So,—if the commissars had any ideas about taking over these ships, they may as well stow them away in the moth balls,—at least until September 30th, 1940 rolls around,—as the new agreement does not terminate until that date. As a matter of fact, "Four-Bit-Joe" and the rest of the top fraction of the NMU know that they have nothing to

offer SIU members, and are just putting up a big bluff. Perhaps, if they weren't so busily occupied in following out the orders and policies of the Communist Party, they might really accomplish something beneficial for their membership.

SIU Getting Results

While NMU officials seem satis- (Continued on Page 4)

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EDITORIAL

With the election of officers just around the corner,—starting on November 1st, to be exact,—it behooves all of us to really awaken to the fact that the election is something of utmost importance to the entire membership, and is not to be taken too lightly. With this thought in mind, let's all take a careful look at the list of candidates for office, and pick out the men we believe are best fitted to represent us during the coming year.

Above and beyond the qualifications of having three year's discharges, and of being a citizen of the U.S., we must also look for other extremely necessary attributes in the men for whom we intend to vote. They must be capable,—both mentally and physically; they must be fearless, militant, honest, and not afraid of plenty of hard work!

When picking the candidate for whom you intend to cast your vote, ask yourself these questions: Is he sufficiently intelligent?—Is he honest?—Is he a hard worker?—Can he take it, as well as hand it out?—Does he fully understand the needs of seamen?—Is he ready and willing to go to bat for us?—Is he a Communist?—And, last but not least;—What is his past record

HONESTY MANDATORY

Race, color, or creed should not be any bar against any nominee, and neither should age, nor the lack of it! Just because a man is young, it does not necessarily follow that he is not wise in the ways of Union administration; and, conversely, neither does it hold true if he is well along in years. Neither youth nor age necessarily precludes the fact that a man may be capable, and well qualified. **The chief qualification is HONESTY!** If you don't elect honest officers, you are sticking your chin right out, and inviting the old ISU, with its Gus Brown, Dave Grange, et al! Nor do we want it to become controlled by Communists, as is the NMU! Let's keep it as it is,—an honest, progressive seamen's Union, run by seamen, for seamen!

Some time ago we wrote an editorial in which we stated that this election is not to be regarded as a popularity contest, and we wish to reiterate that it must **NOT** be allowed to turn into anything of the sort. Voting for any man just because he happens to be a personal friend of yours is not going to help you personally. However, if we were all to take the attitude that we were looking out for our personal welfare, the organization would soon fall apart. Our ultimate aim should be the most good for the greatest number.

GUARD AGAINST COMMIES

That the Red menace in the seamen's labor movement is not a mere figment of the imagination, we well know from the situation which at present obtains in the NMU. Consequently, we must be completely on our guard to see that the Commys are not given any opportunity to gain control of the SIU. We do not have any personal feelings regarding the political beliefs of the Communists, except that we do know that they are not interested in the seamen as seamen, but rather as a means to an end. The Commys regard the seamen merely as tools with which to further their own nefar-

RACKETEERS

(Continued from Page 1)

bor racketeer, and such treacherous organizations as the Communist political machine, from the field of maritime labor—lock, stock and barrel. Thus unhampered and unhandicapped, we shall be able to concentrate our entire energies to the task of insuring for MEN ON THE SHIPS AT SEA, that world-famous American Standard of Living, a life worth living, and the traditional home for seamen and their dependents which have never been realized beyond the dream stage. Not until this has been accomplished, entirely and unreservedly, can there be peace and contentment in maritime labor, or a stable marine transport industry. There will be no end of present chaotic conditions of shipping until this has been realized.

NMU Missed Opportunity

The so-called National Maritime Union deliberately failed to take advantage of the golden opportunity during the first year of its existence, and at strategic times since, to establish those conditions seamen want, and are determined to have. The NMU neglected to secure any agreement whatever until progressive seamen realized the futility of securing any action by the National Maritime Union, and organized to form the Seafarers' International Union. Then, and only then did the National Maritime Union, dominated by Communist officials, hasten to obtain an agreement AT ANY PRICE, from the shipowners for the purpose of retaining control of as many ships as possible, and resulting dues and assessments.

The National Maritime Union agreement, then signed, was decidedly inferior to the conditions which the rank and file themselves had established on the ships. WHY? The Communist Party, dominating the National Maritime Union, has consistently misled the membership, spreading false hopes which have never gone beyond the paper stage. They have agitated for conditions which they never intended to gain, but have offered excuse after excuse, and passed the buck time and again. WHY?

Commie's Program

To get to the bottom of the subject, the Communist political machine, for the benefit of top-ranking officials who compose the so-called top fraction, and not for the benefit of the blind, fanatic, gullible, and therefore, rubberstamp yes-men, who form the rank and file of the party, and certainly not for the benefit of seamen who go to sea for a life occupation, thrives and grows on false promises, poverty, misery and confusion of seamen and Labor in general. The more discontent and misery, the better the outlook for the Party. Therefore, it must be understood that the Communist Party leadership, for the preservation of its particular racket, must do all in its power to prevent any substantial improvement in the conditions of seamen or other labor, for the very reason that once the worker secured satisfactory conditions and a contented life, he

rious plan to control transportation in the United States. Before you vote for any man running for office, be sure—above all things—that he is not a Communist!

NOW—THINK CAREFULLY—LOOK BEFORE YOU LEAP—VOTE FOR THE RIGHT MEN! DON'T BE FOOLED NOR MISLED BY ANY ELECTIONEERING PROPAGANDA! DON'T FORGET THAT WE CAN NOT AFFORD TO MAKE A BACKWARD STEP—WE MUST GO FORWARD—EVER PROGRESSING! DON'T ALLOW ANY PHONIES OR PIE CARDS TO RULE THE RES-TINIES OF THE SEAFARERS' INTERNATIONAL UNION!

VOTE CAREFULLY—AND RIGHT!

BALTIMORE BRANCH GETS STRANGE CALL FOR MEN

Members Warned Against Commies Sneaking Into Organization

NEW SHIPS UNDER WAY

Baltimore, Md., October 13, 1939—Everything pretty much as usual down here with the exception that we are getting calls from some very strange places these days. One of the calls was from Mooremac who very graciously announced that they wanted to ship some of our men on their ships. Of course they had an agreement with NMU, etc., etc.; but that would be all right as our men could clear themselves through the NMU Hall for the jobs. Naturally enough this touching generosity caused our dispatcher to burst into tears, but after controlling himself long enough to

elect a special weeping committee for the purpose of soliciting enough handkerchiefs so that the entire SIU membership could have a good cry over the sad plight of the Mooremac Line; he went back to the phone and told the Company official that the men were so broken up over the sad, sad story they were unable to ship and therefore he recommended that they get in touch with Hoffman's Island where the NMU trains the "Fink Reserves" and maybe he could get enough pants-pressers from there to sail the ship.

Reason for Shortage

Going a little deeper into the matter, we find that due to shipping links on their own struck ships, and those of the SIU when they demanded adequate war bonuses; the NMU is short of men and unable to make replacements. The NMU have many reasons and alibis for not having men, but the real reason is, of course, that—during the last six

would not be interested in false revolutionary ways out, calculated to eventually make him a slave of a dictatorship. The Party would promptly lose its support on the basis of its theories, and consequently, its source of easy money and graft which its officials now enjoy.

The Communist Party prefers to disguise the truth of its actions, and its real purpose, from all except the top fraction, by means of skillful propaganda.

Phoney Organizers

We, therefore, come to the final conclusion that we must build and maintain our Union as an organization which is composed of seamen alone, for the benefit of men actively employed on ships, and not fly-by-night organizers who know nothing of the practical problems of seamen, but who are educated in foreign isms and high-pressure salesmanship, for the purpose of injecting themselves into the Labor movement to establish a source of easy money, and a life of leisure for a group of bureaucratic parasites, at the expense of the men who work for a living.

Fraternally yours,

Waldo Cripe, No. 112,
 Deck Delegate,
 SS Seatrain
 New Orleans.

months they have lost more than two-thirds of their membership and are due to lose the few they have left before the end of the year. We hear rumors of another NMU assessment coming up shortly, and understand this latest grab is to be called a "Going Away" assessment. Looks like they've found a good name for an assessment at last. As to who is "Going Away" we'll have to take John L. Lewis' word that the Commienazis are going away from the CIO and going away fast.

Warning to Members

As a word of warning to all members, remember that on orders from Moscow the Party Line in the U.S. is now "Get back into the A. F. of L." In line with that you'll note the various peace gestures that have been tendered the A. F. of L. organizations lately. The membership of our sister organization, the CTU radiomen, are being bombarded with peace letters, and "let's get together" epistles from the Comienazi controlled ACA, and just the other day all waterfront organizations in this port, except the SIU and the CTU, received an invitation to join a non-partisan marine council. It's the same old stunt that was back of the now defunct West Coast "Federation." Get everybody together because they are easier handled that way, then the Party leaders jump for control. The fact that neither McKay of the SIU, or McDonald of the CTU, got a bid to represent their organizations at the so-called non-partisan council, brands the move as Comienazi inspired, since the ability of these gentlemen to smell a Comienazi a mile away, even if he was drenched in South Broadway foo-foo at a dollar an ounce, is well known, and they'd be sure to throw the well known monkey-wrench into the well known machinery.

New Ships

Work on the three ships being built at the Sparrows Point yards of the Bethlehem Steel Company for the Seas Shipping Company was begun recently. The new ships are of 15,200 tons displacement, 485 foot over all and have a speed of fifteen and a half knots. The building of these ships is in line with the Maritime Commission's rehabilitation program, which calls for the building of 137 ships at a cost of \$350,000,000. The Commission is well ahead of its original program of fifty ships a year for ten years. So far, twenty-two vessels have been launched and it is expected that fifteen to twenty more will be smacked on the snoot with a bottle of Shipowner's champagne (bicarbonate-of-soda) before the end of the year.

CURRAN ATTEMPTS TO SMEAR SIU WITH PHONEY LIES!

Commissars Unwanted by SIU, and Gulf NMU Members Disgusted

SIU FEARED BY COMMISSARS

The highly publicized closing remarks of Joe Curran, at the recent NMU convention in New Orleans, are, as usual, just another, and smellier rehash of the old well known hokey, —to say nothing of a pack of damned lies!

Curran piously declares that the SIU Charter was granted to Harry Lundeborg only on the condition that "within one year's time he would deliver all the members of the NMU back into the American Federation of Labor." That's lie number one, and we defy "No-Coffee-Time" to prove it. In the first place, the SIU does not want ALL the members of the NMU,—nor does the AFL. There are certain elements within the NMU who have no business whatsoever in the seamen's labor movement, nor in any other labor movement,—and we most certainly do NOT want them within the ranks of the SIU. We refer, of course, to the strong CP faction which completely dominates the policy of the NMU. Not that we have any political axes to grind, but we just can't see that the Stalinists are of any particular value to the Labor movement, as we are only too well acquainted with their aims.

NMU MEN SAILED TANKERS

Lie number two: Spouts the Great (?) Joe: "The only ones they (SIU) have been able to organize so far . . . are the three and four time losers, the men who make a practice of waiting for a strike to occur so that they can carry on their profession of scabbing on the rank and file. . . ." Unless we are very sadly mistaken, and we're certain that we aren't, the NMU is overloaded with whitewashed finks who sailed the ships during the '36-'37 strike, and were taken into the NMU after being assessed heavy fines. As for the general membership of the SIU being finks,—we also defy Curran, who was never a union man until the comrats built him up, to prove that statement. Ten will get you fifty that he can't do it! Furthermore, countless NMU members sailed the tankers during that recent so-called strike, and we have yet to hear of the commissars expelling one single member for having done so!

GULF NMU DISGUSTED

Speaking further of the SIU, Curran says: "Of course there are some in there who are not scabs. There are some who have been intimidated. There are others who have been confused. And there are still some who have been driven into the SIU by tactics that were applied here in the Gulf." That is lie number three! No member of the SIU has ever been forced into it against his own will, nor have any been confused. But when Joe declares that some were driven into the SIU on account of the tactics in the Gulf,—he is absolutely right! The "rule or ruin" policy applied by the commissars in the Gulf District disgusted many rank and filers so thoroughly that they left the NMU, and joined a Union in which they knew that they would be assured of complete democracy:—the SIU!

Joe then goes to great lengths to name twenty-five or so ardent rank and filers who refused to go along with the phoney comic program in the Gulf District, many of whom were among those who were leaders in the rank and file movement when it started in 1936. He calls these men "killers", "weed-heads", and "dope-fiends." It so happens that we know quite a few of these men personally, and we know that they are not as he would like to paint them.

MANDELL AN OPPORTUNIST

Curran's praise of the NMU attorneys, Standard and Mandell, also gives us a big laugh. There is no need, at this time, to go into Standard's record, but regarding Mandell, we'd like to say that he has ever been an opportunist. Before the ISU first came into power in the Gulf, Mandell played ball with whatever labor organization was in power. Then, when the ISU came along, he managed to move in as the attorney for that outfit. When he foresaw that the ISU was going to fold, he took steps to protect himself, and signed himself with the CIO Refinery Workers' Union. At the start of the '36-'37 strike, the real rank and filers wanted nothing to do with Mandell, and did, in fact, openly refer to him as being "phoney". However, he nevertheless managed to muscle in. It is doubtful that there are better, and abler attorneys than Mandell in the Gulf, but as far as the commissars are concerned he is tops. Nuf sed! Oh well,—praise him as much as Curran is to be very lightly regarded, as it is practically tantamount to condemnation in the eyes of others! Curran states that Jack "Rasputin" Lawrenson, Moe and others were "practically driven out of the leadership of the organization through crooked election." At this

SHIPPING REPORTED FAIR IN BALTIMORE

Keen Interest Shown In Nominations

NO PHONEY BEEFS

Baltimore, Md., Oct. 3—Shipping continues to maintain a steady average out of this port, with the return of the Bull Line's Elizabeth, Helen, and Marjory to service helping out considerably. The SUP also participated in the pickup with the assigning of a full crew to the Honolulu. However, an air of uncertainty on the part of the shipowners is noticeable these days, particularly in the Intercoastal and Off-shore Lines, with the former still wary as to the situation on the Coast, and the latter getting grey hairs over the prospect of the new "Cash and Carry" neutrality Bill which provides that all cargoes to belligerents must be carried in foreign flag ships. The shipowners are making a strong protest to Washington, pointing out that if the new neutrality law is adopted as it now stands, two-thirds of American shipping will be taken from the seas, with an estimated loss to the business of 250 million dollars. Ordinarily, such a bill would have no hope of getting anywhere, but with public opinion so aroused over the entire neutrality question, anything is likely to happen.

Ships Chartered

A "bare-boat" charter of the sixteen ships comprising the fleets of the Oriole, American Hampton Roads, and American-France Lines has been awarded to the United States Lines by Maritime Commission, and it has been announced that the ships will base out of this port. The fleet consists of the: Capillo, Sartia, Schodack, Collamer, Artigas, Capulin, Cold Harbor, City of Flint, Independence Hall, Lehigh, Liberty, McKeesport, Quaker City, Sarcozie, Pipestone County, and Vincent.

Keen Interest Shown

Nominations for officers, which began a couple of meetings ago, were concluded here Monday night, with a goodly list of candidates running for the various offices. The number of members nominated, and the keen interest shown by the average member in this important matter is a good sign, and indicates that the democratic set-up of the SIU is well founded and eliminates the possibility of any hop-head with Curran's ambitions ever being able to take over. When you find an

late date, why is he squawking about any crooked election? How in Hell did those characters ever manage to get in office in the first place?

NMU OPEN SHOP AGREEMENTS

It is hardly necessary to state that lie number four is Joe's statement that: "The next great attack is going to be an attempt by the operators and the SIU to spread Company Union wherever they may be able." What irony, for the likes of Curran to deliberately insinuate that the SIU is in the same category as a Company Union! Do the SIU agreements look like those a company union would sign? Does the SIU have any open-shop agreements? The answer to both of those questions is an emphatic NO! On the other hand, take a look at your NMU agreements, with their open shop and preferential clauses, and with their no overtime on coast-wise ships!

COMMISSARS FEAR SIU

Finally, the great (?) would-be deliverer of the seamen comes out with this: "I think that we should agree that there is no room on this Coast or on any other Coast in the United States for such an organization as the SIU!" This statement was, of course, greeted by loud applause from the assembled commies and their stooges. IT IS NO SECRET THAT THE COMMISSARS FEAR THE SIU,—AND WE PREDICT THAT IT WILL BE ON THIS COAST AND OTHER COASTS WHEN THE COMRATS ARE A LONG TIME GONE!

NOTICE

ROY DUGAN (A.B.), formerly employed on the SS Robin Goodfellow, kindly communicate with Frederick R. Graves, 44 Whitehall Street, New York City, regarding an accident to OTTO WANNE (A.B.) on or about Dec. 1, 1938 in the port of Mombasa, East Africa.

organization free from the petty-larceny cliques so prevalent in some of the labor organizations of today, you've found an organization that is on its way to the top.

Organizing Progresses

The business of getting our men on dual-union and company union ships is going ahead at a good pace down here, and within a couple of months we hope to have slipped enough men aboard one Line to take it over completely. The men wangled in on these jobs are not "key" men but are shipped in strict accordance with the shipping rules through the Hall, and it says a lot for the membership that every man shipped is proving himself a worker for the SIU, and producing good results in the way of getting other members aboard. There's more than one way of killing a cat, and if thumping your fist on the big shot's desk or calling a strike doesn't get you anywhere; then, what the hell; try something else. It's results that count in this man's world. When you run into a tough bird, be tough right back at him, but if he's using the old oil, steal his thunder and be slicker, and oilier than he is. It's the only way you can win. The nut who doesn't know how to fight except with a club in his hand never gets anywhere except, perhaps, the cemetery.

No More Phoney Beefs

Beefs, like Tennyson's brook, go on forever, but there are beefs and there are beefs, and we note that nine out of every ten that comes up these days are of the legitimate type and not the phoney, personal grudge type that plagued the organization during its first year, and gave everyone concerned a lot of trouble. It's a good sign showing that the old timers who took it on the chin during the years when there was nothing on this coast to choose from, but the dictatorial NMU, and still phonier independents and other successors to the ISU, are getting their morale back and with good leadership are ready to go to town for the SIU and the spirit of American Unionism that it stands for.

Commissars Ruin NMU With Phoney Tactics

Houston, Texas, Oct. 9—For years the militant seamen in the Gulf have fought to better wages and conditions. The wobblies struck the ships in '34, and succeeded in raising wages and killing Lykes Bros. blackball system. The ISU reorganized and gained job control and then went phoney with a bang! A phoney agreement, signed by Grange & Co., in 1936 resulted in the 1936-37 strike.

Anti-Commies Ousted

During the strike, and for several months after, the comrats preached, "Stay within the ISU at any cost," even though they herded finks all during the strike. When the commissars found out that there was no pie in the ISU for them, they founded the NMU. The majority of the militants joined, and, for awhile, really went to town gaining better conditions. Anti-commie officials were elected all over the Gulf, who fought for conditions until Curran & Co., expelled them, and appointed his own stooges, who are now in office.

Since the commies have controlled the policy of the Gulf, there have been no beefs settled in favor of the seamen. Curran's stooges made a deal with Lykes Bros. to get passes for the commie officials. As a result of this deal, the watertenders were taken off the Lykes ships.

Finds SIU Militant

When this happened, I made up my mind to investigate the claims of the Seafarers' and find out if they were really fighting to improve conditions. When I was satisfied that they are advocating direct action, and backed up all crew demands, I made application for an SIU book. All the seamen who know me, can take my word that the Seafarers' are now gaining better conditions than the NMU have. The boys who are skeptical of this claim should come around to the Hall and investigate.

Fraternally,

R. Blackie Vaughan

SUP Takes Action Against Splitting Tactics of NMU

The following Resolution was passed at the regular business meeting of the New York Branch of the Sailors' Union of the Pacific, on October 9th:

"WHEREAS: The commissar leadership of the NMU, through the medium of its official press, has seen fit to declare open warfare on the SUP-SIU setup, and

"WHEREAS: This same leadership are dispatching 'organizers' to the West Coast in a desperate effort to destroy the Unity and morale of the SUP, and

"WHEREAS: This move comes at a time when our organization is engaged in a vital struggle for suitable contracts with the ship-owners, therefore

"BE IT RESOLVED: That we, the membership of the New York Branch of the SUP do hereby go on record condemning this splitting tactic, and call on our officials to resist this move with all available resources."

(Signed) J. Delaney, No. 1838; M. Weisberger, No. 2609; M. J. Smith, No. 5260; M. Wurzeiler, No. 2483; L. Beckman, No. 4094; R. Witter, No. 2689; J. Maxwell, No. 4847.

ACADIA BEEF

(Continued from Page 1)
the International Seamen's Union. The International Seamen's Union mentioned is undoubtedly the independent outfit headed by the phoney scab-herder, Reynolds. The papers designated it as an AFL affiliate, but they were in error on this score. Apparently, the NMU commissars, in their desperate efforts to please the shipowners and the Maritime Commission, rounded up all sorts of finks to sail the ships for the lousy twenty-five percent bonus offered by the shipowners.

Now, after all their trouble to please the Maritime Commission, they are to be subjected to an investigation by this self-same government agency because of the complaints of inefficient service, insolence, and conditions amounting almost to mutiny.

Trouble Predicted

When this ship sailed for Europe on September 23, it was predicted that there would be trouble aboard her, and it is doubtless also true that the shipowners also anticipated no little difficulty. However, apparently NMU officials, the U.S. Lines and the Maritime Commission were not sufficiently interested in the matter to make a complete investigation of it BEFORE the vessel ever sailed, thus avoiding all this unnecessary trouble.

Worst Complaint

The worst complaint registered, to our way of thinking, was that of William E. Tanning of Lenox, Mass., who said: "The service was simply terrible. Mothers with small babies had the greatest difficulty getting the proper food. Some of them finally had to go to the galley themselves to prepare the babies' food. At first the stewards tried to keep them out of the galley, but they finally got in."

This latest scandal is an outstanding example of the lack of discipline in the NMU, and would never have happened if the vessel had been manned by members of the Seafarers' International Union. There are never any complaints of this sort while the Acadia is employed in her usual run.

AGREEMENT

(Continued from Page 1)

fied to sit around on their fannies, and allow the shipowners plenty of stalling time, SIU officials are busily engaged in successfully negotiating bona fide closed shop agreements. As a matter of fact, the boys around Twenty-third Street are offering better than even money that the commissars will lose out on the hiring hall issue in the American Merchant Marine Institute. They label it, "Just another sell-out."

Let Them Equal It!

But for the lack of space, we would print the Cuba Distilling Co. agreement in its entirety; but we'll let it speak for itself. Further to even equal this new agreement, therefore, we defy the commissars—let alone surpass it! In their greed, avidity, and eagerness to enact the will of Moscow, they have apparently conveniently forgotten the reason for the rank and file secession from the old ISU. Such actions will eventually lead to their own complete undoing.

Curran's Hopes Blasted

And, by the way, we don't like to gloat, but we note with a certain degree of satisfaction that "Four-Bit-Joe's" aspirations to be a CIO vice-president received a rude set-back at the recent convention in San Francisco. Apparently his name had a bit too much of a reddish tinge for John L. Lewis. Now we hear that Curran has asked to be allowed to appear before the Dies Committee, and that permission has been

DUSHANE REPORTS

(Continued from Page 1)
the things promised aren't immediately forthcoming, put up a healthy squawk!

Reverse Decision

The meeting went on record to rescind their previous action of September 18th, when they refused to allow the crew of the Arrow to transfer to the Meteor. Immediately following this action, a motion was introduced, and carried unanimously to allow the crew of the Arrow to transfer to the Meteor temporarily. This reversal of decision was made because of the fact that the longshoremen in Providence were losing considerable work, due to a lot of the excess freight being hauled by truck.

Gunnison Reports

Brother Johnny Gunnison, ex-agent of the port of Miami, was present at the meeting, and was asked to take the floor and give an account of the recent P & O strike. He explained to the membership that the strike had been deliberately sabotaged by the NMU officials, through their actions in supplying finks to the struck ships, and that the SIU membership had called the strike off themselves in an effort to save some of the jobs. He stated that although, on the surface, the strike is lost, that it can still be won, and suggested that the members who can do so go down to Florida and hang around on the beach and try to ship on these ships, and break up the phoney independent union.

Qualifications Committee

Nominations were opened for members of a committee to investigate the qualifications of members accepting nomination for office, and brothers Roscoe McCarthy, Klippberg, Alexander, Duroba and Mason were elected to serve. Lopez and Dixon were elected as alternates.

Before the Oath of Obligation was administered, it was announced that, as the new Constitution has been officially adopted, only those who have been members of the Union for a period of at least six months can be obligated. As a consequence, only about a half dozen took the Oath—proving that the great majority have already been obligated.

S.S. Delplata

Montevideo, Peru, Sept. 17—SS Delplata arrived here today from Santos. At Santos we distributed "West Coast Sailors" and "Seafarers' Logs" all over town. Also visited the SS Delmar, gave literature to crew, and gave them news about New Orleans, including P & O strike, and Isthmian. They also gave "Red" and Finn credit for activity.

Crew of SS Delplata.

granted. We hope that the Committee doesn't ask Joe too many embarrassing questions!

We'd like to say again that we defy the NMU commissars to negotiate an agreement on a par with the Cuba Distilling Co. contract. Ten will get you twenty that they can't do it!

Copies of the new agreement are now ready, and will be placed aboard the ships as soon as possible.

Notice:

Ships' Delegates: Demand that all replacements produce a properly filled out assignment-card from the Dispatcher at the Union hall.

COMRATS

(Continued from Page 1)

We hung the flink-book around the seamen's necks on this coast, and by working with the Government, we had John Seaman just where we wanted him; but that damn SUP stood pat, and fought this issue to a stand-still. The outcome of this was that we had to turn our pretty books in for a Certificate! Next, we backed the Maritime Commission and the Training Ship program, but due to the SUP, we failed to get them established on the West Coast, and if we don't watch out now, the SIU will do away with them on this Coast, and the first thing we know, they will have hiring out of the Union Halls, on this Coast, for the Maritime Commission ships!

"Comrats, if this comes to pass, we will have to go back to our buttonhole making and pants pressing, and what is Stalin, that Nazi man, going to think when he finds out that we couldn't keep the poor, dumb seamen fighting among themselves?"

R. A. Reddie, SUP 2023

NOTICE

All men on ships calling at Texas City or Galveston are advised that when replacements are needed, the Houston Hall must be contacted. The phone number is Woodcrest 60245. Jerry Petro is the Agent in charge, and Blackie Vaughan is the Patrolman.

Your cooperation is requested in this matter, in order that all confusion may be successfully avoided.

Improvements On Range Line Ships

Houston, Texas,
Oct. 9, 1939.

Editor, Seafarers' Log:

The brothers aboard the American Range Line ship Marsodak are making great strides towards the betterment of the members working and living conditions aboard this ship. We have a very capable ship's delegate, who has the wholehearted support of the entire crew, with all departments backing him 100 percent in his efforts to discharge his duties as delegate.

We have secured many benefits in the last few months: new linen, ice-boxes, electric fans, forecabin repainted, new lockers, more milk, more and better green vegetables and fruit, new chinaware, and the conditions are 100 percent improved in the last three months.

The steward aboard has given his wholehearted cooperation in all efforts to obtain all items on demand, all overtime is paid promptly, and no trouble, as past member of this crew for over three months, I can vouch for the present improvement in conditions.

It is a pleasure to sail with your fellow members who try and strive to better their conditions, and take a stand where there is no backing down until the gain is made in full. United we stand, divided we fall, so let's all stand together and pull, and back our officials for all we are worth, and make the Seafarers' International Union the only real HE MAN'S UNION!

J. M. Mason, Gulf No. 287

CONSTITUTION ADOPTED BY LARGE MAJORITY VOTE

Vote Also Favors Organizational And Strike Assessment

HOSPITAL ASSESSMENT ALSO INCLUDED IN CONSTITUTION

New York, Oct. 17—Announcement of the results of the voting on the proposed Constitution of the Seafarers' International Union was made at Headquarters meeting of October 9th. The complete results of the four ballot referendum were as follows:

Constitution Ballot:

Yes 1,225
No 180

Constitutional Amendment:

Citizen 876
Eligible 305

Shipping Rules:

Yes 1,214
No 187

Assessment:

Yes 1,036
No 355

Four Watches?

Philadelphia, Oct. 14—Apparently there is nothing being said or done in regards to cutting the hours of seamen. This month, all shore industries will be cut to 42 hours a week; but the politicians, and even our own membership, seem to pass up this most important issue.

The shipowners are building newer and faster ships. The capacity for cargo in these ships is by far much greater than the average ship now sailing. Incidentally, these ships carry about the same crew as the slower and smaller ships. What are we doing about this threat to our existence? It is high time that we start the ball rolling in this direction; for, not only does it threaten to displace lots of us off the job, but it is a direct threat to the existence of our Union.

In my opinion—rather than wages being the major demand at the present time—the question of four watches, and more men on the jobs should be our aim in the near future.

Fraternally yours for progress
with the SIU and SUP,
J. Flanagan, SIU No. 542

NOTICE

Membership books for the following men are being held at New York Headquarters:
Milton Weiner, A No. 4—Deck
M. Bianchi, A No. 2319—Deck
Frank E. Harvie, A No. 2671—Deck
Charles W. Johnson, A No. 3163—Deck
E. Rivera, A No. 2735—Eng.
L. Culafato, A No. 2401—Stwd.
Burgess W. Davis, A No. 3556—Stwd.
Erasmus C. Vega, A No. 4034—Stwd.
C. F. Stouch, A No. 4642—Stwd.

If the foregoing members will write to Headquarters stating what Branch they wish their book sent to, it will be forwarded to the Agent of that particular Branch. Members wishing their books to be sent to a private address will be requested to give a description of themselves.

As can be seen from the foregoing figures, acceptance of the Constitution was carried by a margin of practically seven to one, as were also the shipping rules. The question of a candidate for office having to be a citizen, or be eligible for citizenship, was much closer, with the final count in favor of full citizenship being about two and one-half to one. The \$5.00 strike and organizational fund assessment went over to the tune of three to one.

Not "Streamlined"

The Constitution, as adopted, is not at all of the "streamlined" variety as advocated by the top flight commissars of the NMU, but rather, is a bona fide working stiff's Constitution drawn-up by seamen, and for the seamen. It provides for a maximum of democratic expression, and, of course, follows closely along the lines of the SUP Constitution, and a better pattern could not have been chosen.

Hospital Fund

Provided for also in the Constitution is an annual assessment of \$2.00, for a hospital, burial and shipwreck fund. Under the provisions of this, no member who has not paid his assessment will be paid benefits while in the hospital. However, this assessment will not have to be paid immediately, as it will be for the year 1940, but anyone who wishes to pay it may do so, and it will be credited to their account.

The \$5.00 strike and organizational assessment is collectible immediately, as it is not on an annual basis. Receipt books for both of these assessments are at present being printed, and the Patrolmen will soon be carrying them with them.

Fair Indication

The vote cast was not as large as was anticipated, but it was still an exceedingly fair indication of the wishes of the membership at large. Many men on ships could have voted did not do so, as they failed to take advantage of the fact that they could vote at the Halls any day during the week if the crew off a ship voted in a body. This arrangement proved satisfactory to the crews of several ships calling at New York, and quite a few ballots were cast in this manner.

The Balloting Committee, composed of C. R. West, Wm. Hamilton, W. L. Mason, Chas. Doobin, James Flynn and Wm. Hazlett functioned very smoothly and efficiently, and are deserving of credit for the workmanlike job they performed.