For A Seafarers International Union Official Organ, Sailors' Union of the Pacific

West Coast Sailors

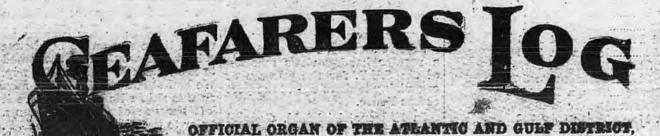
"Brotherhood of the Sea" Organized 1885 SECURITY

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AFARERS' INTERNATIONAL UNION OF NORTH AMERICA



VOL. VI.

SAN FRANCISCO, CALIFORNIA, MONDAY, MARCH 30, 1942.

—151

NO. 38

LUNDEBERG ELECTED INTERNATIONAL PRESIDENT; HEADQUARTERS IN 'FRISCO

Constitution Adopted; Skinner Is Sec.

The first annual convention of the Seafarers International Union of North America has ended with a record of accomplishment that is rare in the trade union movement. The convention adopted a complete constitution, elected a President and an executive Secretary-Treasurer, and set up all the machinery needed to run an International embracing 35,000 members.

Brother Harry Lundeberg, who has been acting President of the International during its period of organiza-

Seafarers' International Union Officials Elected To Serve For the Coming Yar



Standing, left to right, are: Executive Board members Ed Coester and Morris Weisberger of the Sailors' Union of the Pacific; President Harry Lundeberg; Board members Vito Alioto of the Seine Line Fishermen, and M. D. Biggs of the Atlantic & Gulf District of the S. I. U. Seated, left to right are: Executive Secretary - Treasurer Tex Skinner; Board Member Andrea Gomez of the Fish Cannery Workers, and Vice-President John Hawk.

These officers remained in San Francisco after the convention to complete final organizational plans aimed at bringing thousands of new members into the S. I. U. tion, was unanimously chosen to head the organization for the coming year. Lundeberg's election was a complete vote of confidence from the delegates and dramatically indicated their unreserved acceptance of his past record of leadership. Brother Lundeberg has been under constant fire from the shipowners and their Stalinist allies—one of their charges being that if the S.I.U. ever held a convention, he would be shelved by the rank and file members of his affiliated unions.

Another charge against Lundeberg, that he misappropriated \$150,000 in union funds, was exploded at the convention when a certified public accountant filed his report. John H. Eldridge, C.P.A. of San Francisco, stated in a signed statement, "The records have been well and faithfully maintained throughout, to an extent particularly commendable in an organization of this type during its formative period."

The statement went on to place great emphasis on the fact that the books all balanced and every expenditure was carefully accounted for.

The Convention, which was attended by 60 delegates, representing seamen, fishermen and fish cannery workers, convened on Monday morning, March 23rd, and worked 8, 10 and 14 hours daily until the end of the week.

Mayor Angelo Rossi of San Francisco opened the Convention with a word of welcome and high praise for Brother Lundeberg. The Mayor was followed by Edward Vandeleur, Secretary-Treasurer of the State Federation of Labor, who pledged the State Federation's full support to Lundeberg and the S.I.U., in the fight against the stool-pigeon frame-up charges now pending in court.

Then followed Lundeberg's accounting of his activities during the past three years, when the S.I.U. was in the process of organization. The report is printed in full on page four.

Preceding his written report, Lundeberg spoke of

(Continued on Page Seven)

Published Weekly By

SAILORS' UNION OF THE PACIFIC

Maritime Hall Building — 59 Clay Street Oldest Union on the Pacific Coast San Francisco, California

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		465 South Main St	
BA	LTIMORE	14 North Gay St	Manning 3572
Pi	ILADELPHIA .	6 North 6th St	Lombard 7651
NO	RFOLK	25 Commercial Pl	Norfolk 4-1083
NE	W ORLEANS .	309 Chartres St	.MAgnolia 3962
SA	VANNAH	218 East Bay St	Savannah 3-1728
		136 East Bay St	
TA	MPA	206 So. Franklin St	.Tampa MM-1323
		55 So. Conception St.	
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PUERTO RICO45 Ponce de Leon......Puerto de Tierra

SEAFARERS' CONVENTION SIDELIGHTS

To everybody's surprise Harry Lundeberg showed up at the opening session of the convention with a neck-tie on. It didn't last long however. Within two hours after the Convention opened the tie had disappeared and was never seen again.

Angelo Rossi, Mayor of San Francisco, addressed the opening session and said, "I want you to know that Harry Lundeberg is doing a fine job and has the confidence of San Francisco. He is one of the few unselfish labor leaders

The Mayor also told the boys that the city was theirs. It was a hard working convention and nobody had time to-pick up the offer.

The convention appointed Johnnie Lavoie as master-at-arms. His job was to stand by the door and keep out all stooges and disrupters that might try to crash the meeting. Anybody that has ever seen Johnny's 200 pounds can well understand why nobody was able to crash the sessions.

Delegate Olden Banks of Mobile had a tough break. He, along with his wife, Charlie Waid and his wife and Armstrong, drove all the way across the country to attend the convention. The minute they hit San Francisco Banks got sick and spent most of the week in bed at the Hotel. He was able to get up to vote on most of the important questions-but he was never able to take in any of San Francisco's hot spots.

And speaking of hot spots, the boys found San Francisco prim as a 40 year old bride. The answer is that the Army and Navy have moved in and put the lid on things.

The San Francisco newspapers gave the convention a big play with pictures and everything. Reporters attended all the sessions and had an obvious respect for the SUP which they had covered for years.

The Monday night meeting of the SUP was attended by some of the Connery workers. The sailors had kind of a tough time expressing themselves at the meeting because chairman Maxie Weisbarth had warned that the first one to cuss in front of the gals would be dumped.

Hugh Murphy, delegate from the British Columbia Seamen's Union was the real menace at the meeting. He had a habit of leaving exploding matches around the place and it go so nobody dared light a cigarette.

An ovation was given to Brother Paul McDonough of the SUP when he was introduced to the convention. He is a veteran union man and was shot in the '34 strike. Today he is crippled from his wounds and walks haltingly with a cane, but he has never ceased fighting for the seamen and the SUP.

At the Wednesday session a telegram arrived for Harry Lundeberg which congratulated him on his birthday. He had forgotten all about it.

Bob and Gus Hall of the Boilermakers Union appeared before the delegates to give them fraternal greetings. The boilermakers have always worked closely with the SUP in past fights.

Sister Gomez, delegate from the Terminal Island tocal of the Fish Cannery Workers, took over the gavel during Thursday morning's session. She handled the meeting like a veteran and kept the seamen in line with no trouble at all. But she has had a lot of experience, being one of the first woman organizers in the field.

Edward D. Vandeleur, Secretary of the California State Federation of Labor, said to the delegates, "You must make a real fight to protect yourorganization from the enemies within and without. I know you will make that fight and you have the full support of the State Federation behind you.

SIU Presses West Coast rganizing of Tankers

By CHARLES BRENNER and H. C. BANKS

In February 1941 the N.M.U. was conducting an intensive tanker drive on the Pacific Coast with the purpose of moving in on the Sailors' Union of the Pacific. Through the Commie stooges which the N.M.U. had in the Firemen's Union and in the Marine Cooks and Stewards, they were able to have these unions relinquish their jurisdiction in the tanker field on the Pacific Coast.

black gang and the stewards' de- N.M.U. partment on Pacific Coast Tankers and in order to protect the jurisdiction of the Seafarers' International, the S.U.P. started organizing in these two departments.

So, in February, I was elected at a regular headquarter's meeting of the S.U.P. for the purpose of organizing tankers out of the port of San Pedro.

In Hillcone, Richfield, General Petroleum we had agreements for the deck department.

In Hillcone vessels the majority of the men sailing were N.M.U. In Richfield the majority were unor-ganized and the N.M.U. had organizers aboard. In General Petroleum the majority were unorganized. In Associated Oil was to be found our best position, with a strong nucleus of S.U.P. men sailing regularly on these ships.

At this time the N.M.U. had branches set up in every port on the Pacific Coast and had paid organizers aboard the ships. They concentrated their efforts in the Union Oil Company which had always hated the Sailors' Union, but especially since the 1935 tanker

At this time, too, the Union Oil Company was selling quantities of gas and oil to Russia, and the representative of the Russian Government who had consumated these contracts had assured the Union Oil Company that if the company hired C. I. O. - N. M. U. crews they would have no labor

They also made a deal with a Fink Hall in Long Beach that in the event they did not have the they would get the men there.

The above statements can be substantiated by the fact that many Atlantic-Gulf men who had come to this Coast and tried to were discharged as soon as the personnel manager found out they were S.I.U. members.

were not even able to get jobs This entire organizational drive aboard Union Oil ships. Another instance was where a paid em- UNION OF THE PACIFIC. the Hook, Line and Bait F ployee of the Union Oil Company In this period since February men's Union of San Diego.

The first tanker to leave for Russia after Russia's entrance into hands down. war with Germany was the Union Oil Tanker L. P. ST. CLAIR on which there was an N.M.U. bonus rider which would have amounted to about \$35.00 for the entire trip. We had about 8 S.U.P.-S.I.U. men on this ship were got off before it Prior to the departure of the L. P. ST. CLAIR, Harry Lundeberg had negotiated an agreement with the Associated Oil Company for the tanker ASSOCIATED which had left for the same run to Vladivostok and our bonus was \$200.00 plus additional safety and bonus conditions.

Another factor which entered into this picture was the pro Oil Company at the present time. C.I.O.-N.L.R. Board. For example: We had filed for an N.L.R.B. election on the Associated Oil Com- SEC.-TREAS. SKINNER pany in the spring of 1941 and it was February of 1942 before we TO TAKE OFFICE AT were able to have the election although we showed, when we filed, ONCE: 'FRISCO TO by pledge cards and petitions that 98% of the crews on the Associat- BE HEADUOARTERS ed vessels wanted to be represented by the S.I.U.

On the other hand, the N.M.U. filed for elections on the Union Oil Company's fleet in September, 1941 and the election was held in January and the S.I.U. wasn't even placed on the ballot. This fact and the deals made by the N.M.U. with Union Oil plus the pro-C.I.O. N.L.R. Board was the cause of our losing the Union Oil elections, although at the time of these elections we had a majority of the men actually on board but men to call the N.M.U. office and due to the fact that the S.I.U. was not on the ballot and the pro-C.I.O. N.L.R.B. ruling regarding eligible to vote.

In the summer of 1941 Harry get jobs on the Union Oil ships Lundeberg, in order to further was financed by the SAILORS UNION OF THE PACIFIC.

This left the field open in the was acting as organizer for the | 1941, N.L.R.B. elections were held in Associated Oil. The Seafarers' International won this election

> We have filed for elections in Hillcone, Richfield and General Petroleum, and an election will be held on Hillcone tankers in the very near future.

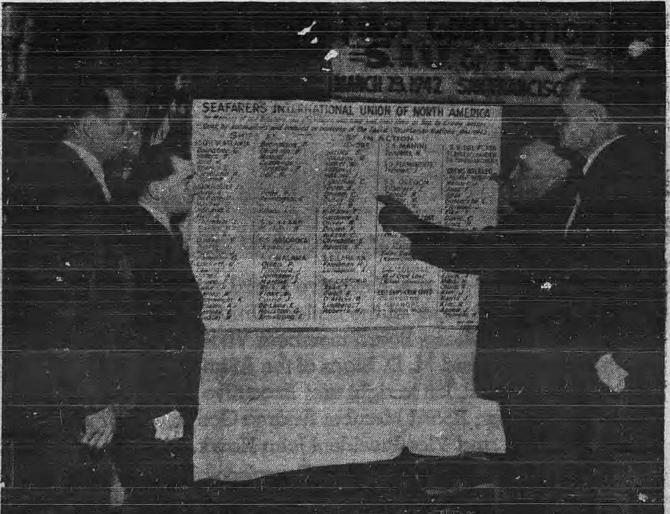
We have received no informaleft because of the lousy bonus. tion concerning dates for the Richfield and General Petroleum elections, however we have a majority of the men on Richfield and Standard Oil and a clear majority on Hillcone and General Petroleum.

The Associated and Hillcone Oil Companies call our hall for replacements and we are negotiating a contract for the Associated

Tex Skinner, newly elected Secretary-Treasurer of the Seafarers' International, this week moved into his new office at 110 Market Street in San Francisco and prepared to take over the active direction of coordinating the work of the affiliated unions.

Skinner has had a long record in the labor movement, having first joined the AFL in 1919 when he was 14 years old. For 15 years he was active in the AFL culinary workers Union and in 1936 became administrator of Local 402 in San Diego. He was later electthe time limit our men were not and held that office for three ed business agent for the Local terms.

In 1939 the California State Federation of Labor appointed protect the interests of the Sea- him as organizer and business farers' International, put three agent of the San Diego fishermen, more organizers in the field and a In this capacity he came under In many instances these men branch was opened in Richmond. the direction of Harry Lundeberg. From 1939 to the present time he has been an SIU official leading the Hook, Line and Bait Fisher-



John Hawk, Hugh Murphy, Bill Snow and Harry Lundeberg read the names of the ships and SIU-SUP brothers lost at sea due to enemy subs.

IN S.I.U. AND S.U.P. PORTS

San Pedro (SUP)

Well, the Maritime War Emergency Board has ruled that the waters between San Pedro Harbor and Catalina Island, as not "haz-ardous," which in plain English means that no Bonus is payable. How the Board can rule this way is beyond the comprehension of this individual, in as much as several ships being torpedoed on the coast, in fact one of them right outside the Breakwater here at San Pedro. Not long ago we had an air alarm, with every anti airgun in the area blasting away. And not only that, but every other ship leaving this Port has to pay a Bonus, and for the life of me I fail to see why Mr. Wrigley with all his Millions should be exempted. And while on the subject of Bonuses, Congressman Gore of Tennessee let the cat out of the bag, when he told the House Naval Committee, of "scandalous in-creases" in salaries and bonuses paid to corporation executives. And these executives are no pikers when it comes to giving them-selves bonuses. Including their salary some of them pull down as much as a quarter of a million a year for their "SERVICES." Besides that they are taking good care of their "private secretaries," one of these secretaries receiving \$18,000.00 for the first 10 weeks work in 1942. Now, that is what I call "Bonuses," with a capital B. And now back to the Seaman and his "Salary." Our basic Wage scale is \$100.00 a month. In addition to that he is getting a Bonus of 40% on the coast, payable only while actualy at sea, which roughly amounts to about \$20.00 a month. Going into the Combat zone he receives 100%, and anybody reading the daily papers can easily see that he is risking his life whenever he takes a ship out. Every day ships are being sunk with about 70% of the crew lost. How many executives and their secretaries have sacrificed their lives? Yet, they are getting the doremia. The Sailors Union of the Pacific is on record to man all ships, and keep them sailing, and we will do so, but it certainly burns a man up when you read about these big fat salaries, and we are practicaly asked to take a cut. And that is what we are being asked by the Wrigley Comporation. Last year our agreement called for \$7.50 a day, which was peace time. This year we are offered things while I am out. So, if the 8.00 a day without any bonus, to take his boats over to Catalina come into your port, go right Island, 20 miles off the coast. Fig. aboard. And also one other that clothing within certain stipulated ure it out yourself-50 cents a day increase, which is about 7% of \$7.50, and then add the cost of living-and it doesn't take any Einstein to figure out that we are getting the worst of the deal.

other shipowners are just as bad. Take the 5-8 dispute for instance. The shipowners absolutely refuse to pay this overtime, yet it has been in our agreement for years. Anybody reading this, who do not go to sea for a living, put your-self in a sailor's place. Supposing you are coming in from a 3-4 months' trip into the War Zone. You have been aboard the ship constantly, going watch on watch, always in danger of Submarines and Bombers. And remember that we have no 40 hour week aboard ships, ours is a 56 hour week, and go any place, like workers ashore. Then we arrive in port, and we are told to stay aboard at night, without any reimbursement whatsoever. Some of the men are married and would like to spend their time 8 A.M. set-up there. Company off with their families, others are claims that this is Navy Orders. single and like to spend their time | We pointed out that we have col-

But Wrigley is not alone. The

Business in general are making date it had not been paid. enormous profits, and at the same time they are using the war to break down the conditions of Labor, and refusing to pay legitimate overtime that we always did collect. As I said before, the members of the Sailors Union will keep the ships sailing, but at the same time we are getting pretty well fed up on the chiseling tactics of the op-

Ragnvald Johansen

Texas City

For the past few weeks there have been a certain few in the port of New York, who since the election returns, want to close the hall up here in Texas. I just wonder why? The hall in Texas has been run on the principles of the mother organization (S. U. P.), and as the real members of the S.I.U. would want it run. Sure, since the Seatrain stopped running in here, this has not been a paying port. But your agent has not been asleep.

Any unorganized ship that hits, within reach, I am aboard selling the crew the S.I.U. program. If I say so myself, in the past few weeks we did not do so bad. I lined up the Empire State 100 per cent. S.I.U. On the Brandywine, a tanker which the S.U.P. have been trying to swing under their banner for guite some time-well, myself and Bro. Walker over in Tampa, swung the deck dept. into the S.U.P., and the engine crew and cooks into the S.I.U., after spending Sundays and nights to do it. Yesterday, after spending a few days working on a small tanker, the Alkaliner, your agent has shown results. I moved the three oilers and the wiper and two ABs who were replaced with S.I.U. men. The steward was told to take out a book and line up the other men in his dept. He took out one and I have his promise that when the ship returns here in ten days, that he will have his men lined up, or off they go. And if the other ABs don't sign up, off they go.

As Bro. Biggs instructed me to do, on the first of April the hall will be located at 2014 Market street, Galveston. And there will be someone there from 7:00 A.M. until 8:00 P.M. to look after Alkaliner and the Empire State was lined up here in the S.I.U. price limits. The men did so and they meet their shadow as they swing, was the Lake Capens, which left here 100 per cent S. I. U. Badger State will be in Galveston on March the 26th, and loss of personal effects. here will be another one that will go under our banner.

E. R. Wallace.

(SIU)

Spring is in the air, even Chris Cunnerson is talking about shipping out on some long run, Algiers ferry most likely. The Pan Orleans crew are needing rafts. Bro. Boyd tells us that all hands are begging the 5-gal. milk cans from the Steward for personal life rafts. If they had stated 5-gal, wine when we are off watch we can not casks, we would agree; how about it, Goon? While mentioning Goon, next time you meet him ask about the tea salesman.

The Antinous was the beef of the week-ran into the 5 P.M. to in gin mills or what have you, to lected on all ships to date, and forget some of their harrowing ex- still they state that they must wait life-saving suits. periences. Now that is their busi-ness, but these men are blowed in, by the board. Still pointed out jumped into the water. After one vannah and ship out. they will take the first ship out that this overtime had been or hour the two came out of the

again. Now, what I am driving at | dered paid on the coast, and he | water and both men and suits is, that the Shipowners and Big came back, pointing out that to

> While most of the members are really co-operating during this period, there are some that are taking in the slack. A resolution was introduced here some time ago, that if a man retired during this period, that he have to come before a committee and there be openings before he could be reinstated. This was ruled out of order, as unconstitutional, by the Chair. Now we are running into the boys that come up to take their retiring cards and stay put until draft board gets on their heels, then they come chop chop to the hall and ask for aid in getting squared.

> Personally, I believe that this is really showing their true colors. They carried a book for a job, while it was tough ashore, now that it is tough outside and there is more and easier money ashore without risk, off they go. When the man with the whiskers knocks on the door, here they come. The guys who did that down here are, with a few exceptions, Johnnycome-latelys who never saw a picket line, never had the rough knocks that the boys who jump from one ship to another are used to taking in their stride.

> To those old-timers who have been out of the seagoing for years, who are too old for the armed forces, this does not apply. We salute, with proper respect, all of

So, till one of the boys comes up and asks to go back, just because he wants to go to sea, not because his wife, his best girl's husband or Uncle Sam is looking

Steady as she goes, Army.

New York

Shipped 27, of which 12 were T.C. 40 on shipping list. The Atlantic ocean is tough.

Lihui crew paid off wages and bonus on Wednesday. Several of the crew left town to visit the folks and still have their money waiting for them.

The crew of the Texan came up from Florida via pullman. Arrived and paid off overtime, bonus and wages. While in Cuba the crew was advised to purchase some then in New York found the insurance agent tried to deduct that amount from money payable for

The crew left the last item on the books until satisfied whether the money spent to cover their bodies, upon authorization of the skipper, can be deducted from loss of clothing insurance.

Gang off Jeff Meyers told the tale of - while in mid ocean, homeward bound, they saw two subs on the surface. They spent many uneasy hours but nothing happened.

The effects of war on ships at sea, and the many sinkings and loss of lives, has stimulated thought in the field of live saving equipment.

Many plans are being tested. Some prove highly satisfactory, but are either pigeon-holed or reluctantly accepted, because of additional cost to the ship owners.

In New York harbor, on March 18th, a group, composed of licensed men accompanying some Shipped 11 men last week, and 12 members of the U. S. Steamboat so far this week. Shipping looks Inspectors, observed tests conducted to determine the merits of of you men holding A.B. or oiler

were closely inspected.

One suit leaked and the man inside was cold. The other suit did not leak and the man inside was warm and comfortable. His suit was one-piece with zipper up the front and snug fit around the throat. Weighted boots made possible a standing position in the water with head and shoulders above the water. Kapok lined, as the suit was, it could keep a man affoat for an indefinite time. The sleeves have attached gloves, which may be too clumsy for work (chipping hammer, etc.), but the suit as a whole would serve on a raft or in a boat against ex-

W. A. Cafferty, SUP, was the only unlicensed man in the group looking on. He recently came in with the crew who survived a sub attack in the South Atlantic. Cafferty highly praised the suit.

. Max Korenblatt.

Puerto Rico

It has been some time since I have seen conditions like I ran into here. I was on the San Juan and was talking to a NMU sailor and I thought I would feel him out on conditions in the union.

The conditions sure are as bad as if the union did not exist. They must ship off the dock if they want to ship—the hall has been closed. They held a meeting after orders from National Headquarters advised them to close the hall. 100 members voted to instruct National Headquarters to the fact that the membership wanted the hall kept open.

The result was that National Headquarters said to close the

As to conditions here, I was asked if the SIU was going to maintain the hall. I told the fellow that the membership feels as though our hall was an essential part of our union, and must be kept open.

Well, Brothers, the famous Captain Beweet, master of the S. S. Elinor, was replaced by Captain Davis and the boys say that things sure have changed since he left. The boys say that even the Mates helped grease the gangway so he would not snag himself as he left

go on watch.

"The Reporter" G 16

Savannah (SIU)

Well, another year has now officially started, and I wish to extend congratulations to all who won this past election, and wish the newcomers to office success in

the coming year.

Shipping in Savannah is still about the same. Am still having to fill A.B. and oiler jobs, just about every day that passes. Sent seven men over to Charleston yesterday for an Army transport. That makes two calls in the last two weeks from this outfit.

Every time one of the Savannah Line hits port, I have to start looking for A.B's. and oilers. There are always jobs open in these ratings on the Savannah Line. certificates, who like to make short runs, come on down to Sa-

Philadelphia

(SIU)

What's coming off here? Every time we hear the phone ring, it heralds the arrival of another ship in this port. Wailing for men are the Waterman, Calmar, Cuban Dist, Bull and chiseling Alcoa Co's. Yes, and West Coast ships, too. All whispering sweetly at first, and winding up with despairing howls for men.

One good point about all these different Co. ships being in port at one time is, that you can gage the reaction to these company's of the membership. For instance, Waterman tops the list for being able to get crews. Bull and Alcoa get the least response. Overtime clauses seem to be the responsible factor. Of course, conditions in general are still the main reason for it being hard to get men for all these Co's. Through all this, we are keeping fairly calm. When the Alcoa line pleads for men, we merely tell them the men don't want to sail with Alcoa, as they think Waterman has a better agreement. You ought to hear them blaspheme Waterman then. Now Calmar howls. A measly five cents an hour more on overtime may remedy this, Mr. Gillen. Mr. Bull should offer double bonus, plus Waterman agreement. Sugar today is white gold. These remedies will give all concerned an equal chance in getting crews to sail their obsolete rust buckets, After all, the Government is paying them all the same rates.

The Wacoata was all crewed up and ready to sail, and while taking on fuel oil caught fire. No one was injured, but the damage was enough to cause her sailing to be postponed indefinitely. The crew was rather disappointed, as they had all been set on making the trip. However, they didn't have to wait long for another ship.

A contrast of two ships: Wacosta, 3 oilers, 3 firemen, 3 watertenders, 2 wipers, 5 messmen; Alcoa Banner (same type of ship as Wacosta, 3 oilers, 3 watertenders, 3 wipers, no firemen, and 3 messmen-a difference of 4 men.

The peaceful emptiness of the hall is broken occasionally by the entry of one Wimpy Gillis. His first vulgar remark is, "gimme a cigarette." Then grabbing the pack off the table, he proceeds to help himself. Having no one to expound his pet theory, on more hours and less pay, doesn't stop him from doing so. Perhaps he believes that saying, that the Shipping here is OK but you walls have ears. However, I actually welcome his presence these days.

Sam Foss took a deck engineer's job on an Alcoa ship, but gave it up in favor of the one sent from N.Y. Incidentally, they shipped a whole black gang from N. Y. after we had already supplied a full crew for this same ship. Alcoa must be getting desperate when they make errors like that. Well, who cares? The men will be paid and we will probably have some of them to take other jobs, we hope.

Collins says he has absorbed half the old gang from these vere parts. Well, he can keep Izzy Cohen and Gomez, but send the rest of them back here. Their wives and children want them home, and the shipowners are crying for them.

Ed. Lynch is burdened with many and devious beefs these days, but he accomplishes a lot and deserves credit.

Our parting sortee is, Alcoa, stop chiseling!

Joseph Flanagan.

AUBOR-AB seaman who signed off the S.S. Cornelia in Savannah on pr about October 20, 1941, get in touch with Mr. J. H. Mittler, operating de-partment, A. H. Bull & Company, 115 Broad Street, New York City.

3 YEARS HISTORY OF SEAFARERS INTERNATIONAL IS REVIEWED

by HARRY LUNDEBERG



Any report on the activities of the Seafarers International Union of North Amerien must have a background of the history in the seamen and fishermen's fields in order. to give a clear picture as to the formation of the Seafarers' International Union of North America.

In the 1880s and 1890s various scamen and fishermen's unions were organized on the American seaboards. None of these unions had any contact or affiliation with one another or with the American Federa-

which had been organized in San Francisco in 1886 by deep-water sailors who were farnever be emancipated and free excepting through their own struggles to attain their upon a national scale. Therefore, in 1892 at nationally and internationally. the invitation of the Sailors Union of the Pacific, a group of sailors met in Chicago and founded the first national body of seamen in America:

In those days this was a bold step for men who earned their living as seamen, for seamen were still classed as slaves according to the laws of the country. He was dragged to jail if he quit his ship in any American volointed, and treated as a second class

But the seamen who started the National Seamens Union had vision and courage and a will to fight and win. In 1895 the American Federation of Labor chartered the Na-tional Seamen's Union under the name of the International Seamens' Union of Ameri-

Much has been said of this body; lots of criticism has been levelled at this organization the last few years of its existence, but the facts remain that through the effort and struggle of the International Seamen's Union the seamen were freed from zea alayery which became a fact when in 1915 the Seamen's Act became a law, and made free men out of the American seamen and of foreign seamen while in American ports.

The driving force and untiring fighter for this cause was Andrew Furuseth who with the aid of Senator LaFollette accomplished the passage of the Seamen's Act over un-

ers, the American shipowners spent millions of dollars in an effort to defeat this law.

Not only through the passage of the Seamen's Act did the International Seamen's Union benefit the seamen. In the economic field the standard of wages was raised and living conditions bettered through years of struggle and battle.

S.U.P. STRONGEST LINK

The strongest link in the International Seamen's Union throughout these struggles remained the Sailors Union of the Pacific, one of the District Organizations within the The strongest and largest of these various I.S.U. and among the many men who spent was the Sailors' Union of the Pacific a lifetime in fighting for the rights of seauntiring fighter of them all was Andrew sighted men by deciding that seamen would Furuseth who, from the day he set foot in San Francisco from a deepwater sailing ship devoted his days and nights for the benefit freedom, and that they must be organized of the seamen and rose above all in the field

> As a small measure of the esteem in which Andrew Furuseth is held by the Sailors Union of the Pacific they crected a monument to him on the San Francisco waterfront which was paid for by donations in small amounts from the seamen them-

> After the last war with depression setting in, hundreds of ships were laid up by the shipowners and the U. S. Shipping Board moved against the Union and managed to snock them out temporarily. After the 1921 lockout, many men left the sea in disgust : others deserted the Union and the movement grew weaker and the leadership of the Unions only reflected the spirit of the men-No action was taken and the shipowners had

After the historic struggle of the water front workers on the Pacific Coast in 1934, a struggle in which the seamen took a leading part, the seamen's movement sprang to life again on a national scale, but the lead-ership of the I.S.U. was not capable of following the new trend of revived activities; ties lost contact with the men on the ships and paid no heed to their wishes. The Sailors' Union of the Pacific, always in the forefrent of militant fighting in the Union movement, was kicked out of the I.S.U. in 1936 at the I.S.U. convention held in Washfagton, D. C. and the truth of the charge de at that time, that the I.S.U. was cutorate and went to hell rapidly.

Instead of working with the SUP which wanted to build a strong, fighting International of Seamen and Fishermen, the I.S.U. disowned the SUP and took to their besom a bunch of political parasites on the Atlantic Coast, and within a short time the Communist Party termites were busily engaged inside the I.S.U. Atlantic District Union in gnawing the guts out of what was left of it. Boring from within; spreading confusion; distrust and creating disruption in order to finally attain their ambition, that of controlling the destinies of the seamen in order to use the scamen's movement to further their filthy doctrines.

The old I.S.U. Executive Board was no match for this crop of trained liars, stoolpigeons and tools of the shipowners, and while the SUP was kicking these parasites out and cleaning house, the I.S.U. housed them, and as a consequence in short order the Communist Party was able on the Atlantic Coast to obtain control of the seamen and when the CIO was formed the Com-munist Party manipulated a large part of the I.S.U. into the CIO.

But by no stretch of the imagination did they take over the toilers of the sea. The Sailors Union of the Pacific on the Pacific Coast stood squarely in their way. On the Atlantic Coast thousands of scamen refused artists into the CIO. Various fishermen on the Atlantic and Pacific refused to heed the call of Stalin's American parasites led by Roy Hudson, #1 Commissar on the Ameri

In October of 1938 the American Federation of Labor at the Houston Convention gave the Sailors Union of the Pacific an international charter; revoked the charter of the old I.S.U. and the new Seafarers' International Union of North America was

The American Federation of Labor gave the Sailors Union of the Pacific the fob of unifying and organizing the seamen, fishermen and fish cannery workers under the banner of the A. F. of L. and when they gave us the charter they gave us the right to control our own destines without any dictatorial control from the top-

So the Sailors Union of the Pacific once again not out to build an international. It was no easy assignment. It was indeed a tough assignment, for on the other side we faced hostile shipowners and the Communist Party sell-out artists with their thousand and one "front" organizations.

The following report will indicate whether we have done a good job or a bad job.

ATLANTIC AND GULF SEAMEN

In 1937-1938 attempts had been made by the longshoremen to organize the seamen into the A. F. of L., but this had failed because the scamen preferred to control their own destinies. An organizing committee had been set up by the A. F. of L. and had established federal charters in the field.

These also failed because of the structure : federal charters instead OF District Unions in addition to unscrupulous individuals in charge who "aced" into the seamen's movement in order to use the seamen for their was indeed a bad one, and the scamen were disgusted and had given up hope of ever gettting a seamen's movement organized by

In 1938, however, with the entrance of the Seafarers Init, into the picture, this was changed. Duke Dushane, member of the was put in charge of the East Coast and things immediately started to move. Charters were installed in major Atlantic and Gulf ports. A financial set up was inaugurated on exactly the same lines as the Sailors Union. Membership books were printed; meetings were held, and a new hope was injected into the seamen. Various members of the SUP; together with many militant SIU members, worked to organize and build the Atlantic-Gulf District Unions

When the Seafarers Intl. entered the field, the AFL Seamen's Union was \$5,000 in the hole; had less than a thousand members; no records; a few agreements that stunk, with no closed shop clause; wages and conditions were far below West Coast standards, and could only compare favorably with the NMU-CIO agreements, which is after all no criterion. But in spite of the vicious campaign put up against our East Coast seamen by the Communist Party stooges and their joining hands with the East Coast shipowners in an attempt to blitz the SIU. they falled and their efforts to sow the seeds of distrust among the East Coast seamen came to nothing; their stories that the Salfors Union of the Pacific was "taking the East Coast seamen fell flat be cause the organization that was being built sek there was being organized on a solid and substantial basis.

At times in order to gain their objectives it-was necessary to resort to the seamon's strongest weapon, namely strike action. solid opposition from nostile reactionary and at that this transfer and transfer of the state of 200

SIU: new members were organized into the Atlantic-Gulf Seafarers, efforts were made constantly by the NMU-CIO to sabotage them, and they found ready allies in the shipowners who were and still are getting much better concessions from the C.P. controlled CIO-NMU than they have ever been able to put over on our Atlantic-Gulf Unions, whose only objective was to better the wages and conditions of the SEAMEN.

Today the Atlantic-Gulf SIU has agreements for seamen with closed shop clauses; wages and working conditions and manning scale, FAR ABOVE the CIO-NMU agree ments which can very properly be termed 'Company' agreements. It can be said with truth that the I.S.U. in its last days even, was never as rotten at the core as the NMU is today.

The Atlantic-Gulf Seafarers now have an active membership of approximately 12,000 sailors, firemen and cooks. They have \$100,-000.00 in assets and are daily growing bigger and stronger. Much credit for this phenomenas re ord of growth should be given to the various men, and officials of the Seafarers Atlantic-Gulf who have worked very hard under adverse conditions to build this Union. Duke Dushane did a good job in starting and building the structure of the Atlantic District, and today under the leadership of Brother Whitey Hawks, this Union is going forward.

GREAT LAKES DISTRICT

When the Seafarers moved into the Great Lakes with organizers in 1938-1939, they found the Lakes in a chaotic condition. Our first step had to be to amalgamate the sailors, firemen and cooks into one union, and once this was accomplished we immediately started to work to better conditions for the scamen and to establish hiring from the Union Hall. This was a tough job, but the Great Lakes District of the SIU contracts with various companies for their members with hiring hall clauses; higher wages, etc. and we found out that in addition to the already cited opposition of the Communist Party and the NMU, there was opposition from various Great Lakes seamen who did not like the idea of the new organization in the field, and thus we were hindered from the inside as well as from the outside. One instance will show a little of how this opposition expressed itself to the detriment of the seamen on the Great Lakes.

After we had established hiring from the hall; and after our organizers left Detroit, hiring from the hall was immediately done away with by Mr. John McGinn and Claude Goshorn, who were left-overs from the old I.S.U. set up. These men were blind and could not see that a new policy was in the field, and consequently much of the work done by the International organizers in the Great Lakes field in 1939 was sabotaged by these reactionary company stiffs.

When we were forced to withdraw our organizers from the Great Lakes, after spending close to \$6,000 in that field that first summer, a union of approximately 3,000 had been formed, but their officials looked with hostility upon the Scafarers Intl. and this attitude subsequently practi-cally broke up the Great Lakes District. There are various reasons for this, mostly it can be credited to the fact that when the International turned over the and understanding with the A. F. of L. Executive Board, an election was held for officials of the Union, and some of the old I.S.U. officials managed to move back in

In 1940, at our request, the American Federation of Labor appointed an adminis-trator in the field, directly paid by the A. F. of L. as we found ourselves financially unable to provide further finances in this field. The new administrator, together with various friendly A. F. of L. unions, such as the teamsters and longshoremen, managed to straighten out the rotten state of affairs left behind, and it is to be hoped that the Great Lakes District again will grow into a strong and militant force within the Sea-

SAVANNAH CONVENTION

When the Sailors Union of the Pacific received the charter from the A. F. of L. we made a pact with the A. F. of L. to the extent that after one year we should turn the organized seamen over to their own duly elected officials, and this promise was lived up to in August of 1939; when a convention was held in Savannah, Georgia, of delegates from the various ports and ships on the Great Lakes, Atlantic and Gulf. The results of the Savannah convention were as fol-

- 1. A constitution was drawn up for the Atlantic and Gulf District, which was merged into one District.
- A constitution was drawn up for the Great Lakes seamen. The constitution ratification, and subsequently an election was held on the Atlantic and Creat Lakes, and officials elected by the membership on a secret referendum ballot. Thus these districts became autonomous

dent, as the I.S.U. began rapidly to deteri- struck and knocked into line, New agree- under their own duly elected officials, but ments were signed; new companies were the International remained very much in added to contracts under the Atlantic-Gulf the field, helping both financially and otherwise, because it takes more than one year to the Union. Throughout the organization of establish a union in the field as tough as the waterfront.

Without wishing to "brag" about the Sailors Union of the Pacific, I must mention the fact that the structure of the Atlantic and Gulf District Union as laid down now is on fundamentally the same principle and line as the Sailors Union of the Pacific, Indeed, the constitution varies very little from the Sailors Union constitution, and we are glad and proud to have been able to assist the seamen on the Atlantic and Gulf to build a union run for seamen and by seamen, free of faker control, and free of control by political parasites.

PACIFIC COAST SEAMEN

Being the oldest established Union for seamen, and the strongest seamen's union on the Pacific Coast, the Sailors Union of the Pacific has well-established agreements, and during the period under review, have contributed towards the scamen's movement their utmost.

The fight against various anti-seamen's bills introduce din Washington, D. C. have had to be fought practically single-handed by the SUP on behalf of all seamen, and the Sailors' Union has directly financed all of these fights, which in practically every instance we are glad to report were won, such as the fight against the Copeland fink book, the fight against the fink halls, whether Maritime Commission or otherwise. was fought to a standstill and won, and in various other legislative fields we have been active for the protection of all seamen. Needless to say during this period we have had our usual almost daily skirmishes with the Communist Party's waterfront leeches, but this is nothing new to the SUP, it has been carried on by the SUP for years, and will be carried on as long as Communist Party stoolpigeons are still on the waterfronts, collaborating with reactionary shipowners to sell the seamen down the river.

There is no union in the field that has been attacked more viciously from time to time by the Communist Party and its waterfront rats and intellectual fellow-travellers than the SUP, and there is a very good reason for that because we have never backed off from exposing their phony tactics nor thwarting the ambitions of their commissars to move in on the seamen, and we would indeed be derelict in our duty towards the seamen if we falled to publicize the fact that the Communist Party and their spokesmen on the American waterfronts are just vicious and detrimental to the scamen and the workers as a whole, as the employers. As a matter of fact, we know where the Employers standa-

We know we must always fight them, but it is a little more difficult to detect the same enemies among the Communist Party stiffs who are camouflaged under militant and fine sounding thrases, but nevertheless stand for the same principle as the shipowners, rule of ruin. They have ruined many unions and they have confused and misled many green workers not familiar with their tactics, but the membership of the Sailors Union of the Pacific has ever maintained that the policies advocated by the Communist Party inevitably work out in the interests of the base and the onemies of the workers as a while.

TANKER FIELD

In 1940 the Sailors Union of the Pacific continued its drive in the oil tanker field, and the Pacific District was formed to take in the firemen and cooks who were unorganized. To date approximately 1,000 tanker, seamen have been organized in this field, and recently an election was held on the Associated Oil Company tankers, the vote being practically unanimous in all three departments for the Seafarers; the CIO receiving four votes. We are now engaged in organizing the Standard Oil, Richfield and various other companies, and while we lost one election, that of the Union Oil, which is the first election the SUP ever lost, the reason for this has only recently light, when it has been determined that J. H. Prevost, former Assistant Secty. of the SUP, was sabotaging this organization drive, and giving information to our encmies; turning over to them records stolen out of our files dealing with our organizational efforts, and turning them over to a dual organization and well-known enemy of the SUP, the National Maritime Union, as well as participating in meetings with their Communist Party stooges. However, this is only a temporary set back, and if the price we had to pay for losing the Union Oil was that of getting rid of under cover rat from the Communist Party, it was worth it.

The membership of the SUP, in conclusion, enjoys better wages and conditions than any other scamen in the world, but this too has only been possible because of the alertness of the membership of SUP and the fact that the SUP functions as a real union controlled directly by its membership who decide its policy and will fight for that policy.

(Continued to Page Six)

ATLANTIC AND GULF DISTRICT MAKES BIG STRIDES SINCE '39



The Atlantic and Gulf Districts of the Senfarers International Union of North America, are now entering upon their 4th year of existence. These four years have seen this District grow enormously in size and influence, and have brought to the Eastern scamen wages and conditions sec-

This being the first convention of the Seafarers International, I would like to trace briefly the history of our District so that our experiences can be of benefit to the International.

In 1938 all AFL seamen on the East Coast were under jurisdiction of a Federal Union #21420. The leadership of that Federal was appointed by the AFL. The Union held about 10 contracts which were inferior to se held on the Pacific Coast and the leadership did little or nothing to improve the wages and conditions under which the

By and large the leadership of the Union it that time was interested in their own sh security, rather than in the conditions f the men they represented. They throttled very attempt at progressive and expansive rade unionism because they feared for their

By October 1938 the Sailors Union of the scific had obtained an International Charr from the AFL and sent some of its own embers to the East Coast to reorganize

The SUP men came to the East Coast, not s charged in some quarters, "like a els of wultures looking for more pie-card but in the best spirit of fraternal ule unionism. They presented to the sea a 7 point program which immediately d the honest and progressive men in e dying Federal Union.

CLEAN SLATE

The SUP organized openly announced the liabilities of the old Union, that they re wiping the slate clean and intended start from scratch. They gave, however, fraternal welcome to all the old Union n that cared to have a hand in building new marement.

fost of the Federal branches recognized fact that a new deal was coming to the at Coast seamen and immediately changed ir to the SIU. Those that attempted to ist were simply brashed aside and lost all

The SIU, now having taken over the mbership of the eld Federal, notified the stracting shipowness and demanded new

Within a period of 2 months the newly n Atlantic District and Gulf District of SIU had won contracts superior; in etically every respect, to those hel And so the new Union was successfully

launched and the AFL had a Union they could damn well be proud of.

By the winter of 1939 all traces of the reactionary old Federal Union had been driven off the waterfront. The problem now was one to extend the benefits of the nev SIU contracts to the unorganized men. Only 2,000 men had been taken over from the old Federal and before the Union could exert real economic pressure on the shipowners, many more thousands needed to be recruited.

A strong organizing drive was launched this winter and carried throughout the sum-mer and fall. By the end of the year the Atlantic District and the Gulf District (which were separate at this time) had a combined membership of 6,000 men.

During this drive for members, 3 more of the major Atlantic and Gulf operators had signed on the dotted line with the Union. These new contracts represented great improvements over the ones signed the year

The shipowners, who had first viewed the ew Union with a certain amount of tolerance, now became alarmed at the growth and militancy of the SIU and began to seriously resist its inroads.

The Eastern Steamship Company, a notorious open shop outfit, refused to nego tiate with the Union and the line was struck in the spring of '39. The strike lasted for 11 days. While the Union didn't get all that it was demanding, it did make gains here and there. But most important of all, the men proved themselves under fire to be fearless Union men ready to fight for their rights. This was an important test for the new organization and it came through with

FIRST CONFERENCE

In August 1939 an organizational conference was called in Savannah, Georgia. This conference was attended by the officials of the Atlantic District, officials of the Gulf District, and by many rank and file delegates elected from the ships.

This Conference performed the vital work of drawing up a tight but democratic contitution and of formulating the rotary shipping rules. In September a Coast-wise referendum was held and the rank and file eamen ratified the Constitution and the shipping rules by overwhelming vote.

The second World War broke out in the fall of 1939. And while the United States vas not immediately involved as a nation, the American seamen were. It opened as a war of blockade and counterblockade with both belligerent and neutral merchant shipping being ruthlessly sunk on sight.

The SIU immediately moved to protect its membership by demanding life insurance and war bonuses for the seamen. The SIU battled for the highest pessible bonus, believing that a seamon's life is certainly

the cargo of the profit-swollen operators.

But it was not only the shipowners that the SIU had to battle in the bonus controversy, but the NMU as well. Working in collusion with the operators, the NMU jumped the gun during the bonus negotiations and signed with the owners an agreement calling for a mere 25% bonus.

This sell out was a direct blow at every man sailing an American ship for it set a precedent-a ceiling for the operators to clamp upon the just demands of the seamen.

The SIU did not take this lying down. The most militant sort of action was taken by the entire membership. Outraged crews hung the pin on one ship after another, The penny-pinching, profit-mad shipowners were beginning to get a taste of real economic pressure—and so they again turned to their ally—the NMU.

During this period the National Maritime Union finked by openly dispatching crews to the struck ships.

This alliance between the shipowners and the NMU, and the scarcely veiled threats from the Maritime Commission, finally forced us to accept the bonus rate already decided upon by the shipowners and the NMU-that is, 25%.

At this particular time the SIU was unable to undo the harm done the seamen by the finky NMU. But in the year to come, the SIU was destined to whip the NMU leadership on this question, and to win greatly increased Bonuses from the predatory shipping interests.

The Atlantic District and Gulf District of the SIU was 1 year old by this time—the fall of 1939. The destinies of the organization had, up to now, been guided by the SUP organizers. Now came the time to elect officials for 1940.

KEPT FAITH

Holding true to their 7 point program, the SUP men when they came east had promised the scamen that the SUP was not moving in to control the new organization, but only giving it fraternal support until it got on its feet. Now that the Districts were byiously on a sound organizational basis the SUP brothers wisely decided to turn the leadership over to the men elected from the

The first duly elected officials of the Districts took office in January of 1941. They, and the organization, made immediate strides by signing up Alcoa, one of the largest deep water operators in the country. At the time of signing, Alcoa was operating 40 ships. New Alcon ships are under construction on all coasts.

The Union and its new officials were again faced with the increasing danger to seamen running into belligerent waters. The Mediterranean was still being plyed by SIU crews in spite of the obvious hazards. The men took action. Strong, militant action aboard ships and on the beach. And the Mediterranean bonus was boosted from \$30 per month to \$50. Following in the foot-steps of the SUP, the Atlantic and Gulf Districts took a strong stand on the question of off shore wages and overtime payment. The SIU forced the operators to grant a \$10 wage increase and 10c per hour overtime increase. After the SIU won these benefits, the NMU continued to sail for almost a year under its old wage scale and received only 70c per hour on overtime.

When it came to the question of coastwise scales — the NMU performance became a

complete farce that was exposed by the SIU.
Using its weekly publication, "The Pilot," the NMU leadership used high pressure propaganda to sell its rank and file an the ides of accepting the loudly trumpeted increase of \$2.50 per month and no increase in overtime scale. This was held up as a great achievement and one which the rank and file should jump at. Seeing no alternative, the rank and file in the NMU made no fight against this sell out and passively accented it.

But the SIU made a fight-even though the shipowners tried to use the NMU scale as a ceiling. The SIU, after much negotiating and fighting, won a coastwise increase of \$7.50 per month and 10c per hour boost in overtime rate.

This was a bombshell to the NMU leader ship-you may be sure. It made their relationship with the shipowners appear just what it was-a stinking sell out. Things looked so bad, as a matter of fact, that the shipowners themselves rushed to voluntarily grant an additional \$2.50 increase to the NMU. After all, they didn't want their 'reasonable' friends unseated by an outraged membership.

And so what was the final score on the coastwise scale? After all the hotel room work between the shipowners and the NMU leadership, the NMU scale was boosted \$5 and no increase in overtime-while the SIU won a \$7.50 increase with a 10 cent boost

I have cone into this particular maneuve in some detail for the simple reason that it illustrates just what we have had to put up with on the East Coast when it came to negotiations on wages and hours. We always had two enemies to beat before our men bership could receive increased benefitsfirst the shipowners and second the leader-ship of the NMU. Some of the NMU maneuvers smelled a little less than this one, and some of them stunk more. But they all had a definite aroma of FINK.

In June 1940 an Agento Conference was called by Acting President Harry Lunde-berg. The Conference met in Atlanta and turned to the business of streamlining the SIU even further and proparing it for the

worth much more than both the ship and hard battles that were destined to be waged against the shipowners, the NMU and the Maritime Commission itself.

ATLANTIC & GULF MADE ONE

A resolution was drawn to amalgamate the Atlantic District and the Gulf District into a single District with single rules and officers. Amendments to the constitution were drawn in order to harmonize that document with the new streamlined set up. The shipping rules were also revised to con-form to the new District. Plans were laid for a new organizational campaign aimed at eventually bringing all East Coast sea-men under the banner of the SIU. Headquarters for the new combined district was moved to Washington, D. C.

The referendum that followed up and down the Coast, voted overwhelmingly for the proposals submitted by the Agents Conand the East Coast became the Atlantic and Gulf District of the SIU with an executive Secretary-Treasurer, an Atlantic District representative and a Gulf District representative - along with the port Agents and patrolmen.

At this time we had one of the most difficult Union situations in the Gulf-but it was a problem that the Gulf men were able to solve with flying colors.

The large P & O line had always been violently anti-union and had aboard their ships a phony company union which they kept in line by threats and intimidations. This company union had even gone so far as to receive a State Charter to make it look like the McCoy.

Nevertheless we went to work on the line and we were able to crack that phony union wide open. By July 1940 we had our case so well prepared that when we showed it to the Company with a threat to go to the NLRB, the company saw it didn't have a leg to stand on. It paid over \$3,000 benefits to SIU men that had been discriminated against.

The NMU had been trying to muscle in all this time by issuing free books to the crews. But they didn't fall for this bargain rate unionism and all took out SIU books.

Aug. 16 we negotiated an agreement that gave the men conditions that they had never received before. We boosted their overtime rate from 30 cents per hour to 80 cents and increased their wages on an average of \$25 per man.

On the S.S. Florida, the overtime paid jumped from an average of \$112 per month to \$4,600 in the first month of the contract.

. When the contract was set to expire in September, the NMU again popped up and informed the company that it had over 50% of the crew pledged and demanded a labor election.

That was OK with us. As a matter of fact, we persuaded the shipowner to hold the election to show just who had the men.

In September the election was held and the NMU received 6 votes! These six men were recent arrivals and turned out to be NMU stooges sent in to disrupt our Union. It was later proved that every NMU pledge card that had been produced was an

out and out forgery. After the election we negotiated a new contract which has been recognized by everybody as the best passenger and car erry agreement ever signed on any coast. The contracts that were negotiated in the fall of '39 were to expire Sept. 30th, 1940 and the Union began new negotiations on the old contracts and won contracts with several more major operators. The wages and conditions won on the contract renewals again put the vaunted NMU in the shade. At this time we signed contracts with the South Atlantic, Mississippi and Waterman ever signed for offshore ships in the history of maritime labor.

BONUS BOOST

The fall of 1940 saw another boost in the bonus due to the militancy of the SIU and SUP. The Orient and Australian runs increased from \$30 to \$50 per month. The second annual election of officers for the Atlantic and Gulf District was signifi-

cant in one particular respect-almost all of the old officers were returned to office for a second term. You must remember that the election machinery of the District was democratic to the last degree and any dissatisfaction with the leadership would have immediately been felt at the polls. The fact that the seamen returned their officers indicated the wisdom they exercised when they first made their selections in 1940.

The return to office of experienced leadership did much to stabilize the union during the difficult year of 1941 when the United States Government actively intervened in our beefs with the shipowners.

Immediately after the election of officers we added four more important lines to our rapidly growing list of contracted operators. Finally cutting through a mass of red tans and stalling on the part of the shipowners -and undercover propaganda and double dealing on the part of the NMU-we succeeded in obtaining NLRB elections on the Calmar, Ore, Robin and Baltimore Insular

months prior to the elections, the NMU had leudly proclaimed the fact that it had the men on the lines all signed, sealed and delivered. When the showdown came, however, the NMU couldn't even show enough signed cards to get on the ballots in three of the elections. In the fourth case, the Baltimere-Insular, they got on the ballet but they might just as well have stayed home for all the glod it did them. We won the election hands doen - without event raising a swent.

Not only did the NMU take a shellacking on the NLRB elections, but their leadership was again put on the griddle by the rank and file when the SIU won another bonus boost for the South African run. We obtained a raise from \$30 to \$50 per month while the NMU continued to receive 25% and was still-after all these months-was receiving 10c an hour less on overtime,

It became apparent to the membership at this time that a lighter jop control of the District business was needed and that the Secretary-Treasurer should not be isolated down in Washington, D. C. But rather should be in New York which had become the real front line of our fight with the shipowners and the NMU.

To rectify this situation, another Agents' conference was held in Washington, D. C. in May 1941. The Conference resolved that the office of Secretary-Treasurer be moved into New York-and this action was concurred in by the membership.

Upon moving the office, I assumed the position of Secretary-Treasurer, along with that of Atlantic District Representative, to which I had been elected the first of the

Now our decks were clear. The executive officer of the District was located on the scene of action; we had licked the NMU on a number of vital issues and had spread our reputation for militancy and honesty among all seamen on all coasts, and we had money in the bank. It was clear that a new membership drive was on the order of the day, We were faced with an increasingly bitter struggle over the questions of bonus and insurance payments, and it was vital that we have top organization strength before we came to full grips with the shinowners.

Our membership books, which had been closed for a year, were thrown wide open. Immediately we experienced the reward for our months of unceasing work in behalf of rank and file seamen. Now they flocked to our banner by the hundreds. This inrush of new members strengthened us both organizationally and financially and prepared us for the now historic bonus strike of Septem-

The SUP again aided us at this time by winning a boost in the Around the world bonus to \$60 and in the establishment of port bonuses. The SUP precedent greatly aided us in winning like concessions for

ROBIN MOORE LOST

the following month, that tragedy we had hoped would not happen, but against which we had bent every muscle to prepare took place in the South Atlantic. The first American Flag ship to be torpedoed in the Second World War was blown up in June and went to the bottom of the ocean. That ship was the Robin Moore, manned by an SIU erew.

This spurred the District to renewed ets forts to obtain adequate bonus payments and insurance protection. Again we were met by evasion and stalling and red tape. The shipowners were so blinded by their lust for profits that the most fundamental human rights were completely ignored by

It was not until they actually experienced difficulties in obtaining crews that the operators would even discuss the mat'er seriously. The controversy was marked, at this time, by the active intervention on the side of the shipowners of the Maritime Commission. This Governmental Commission had always posed as an impartial body ready to give out justice to both the shipowners and the unions. Now it was clear to everyone that the Maritime Commission had always been for the shipowners and had only posed as impartial in order to more easily cross us up.

Weil, the entire problem was moved down and and to Washington and the ships sailed with a minder providing that any increase decided upon would be retroactive to the time of signing on.

The Maritime Commission and the United - wines States Department of Labor called this Washington conference, they said, in order to reach an agreement on the bonus that would be fair to all parties concerned. We could hardly object to such a conference, All we wanted was what was fair and just So we went down there with the understanding that all the Maritime Unions would be in on the confab.

But the Maritime Commission had been up to its old tricks. It broke up the United Front of the Unions by secretly calling a conference with the Unions of the licensed personnel and selling them a finky bill of

had thrown in our face the phony Maritime Commission plan and told that one section of the maritime labor movement had already accepted it.

COMMISSION'S FINKY PROPOSAL

The Commission's proposal was simply this. That the seamen's insurance scale be tled to hull insurance rates.

I asked the Commission members present if it was possible for the Commission to control the hull insurance rates. They ad-

So what did it add up to? Simply that such a plan would give the finky Maritime ... Commission full authority to establish all insurance and bonus payments for the sea-men. It would have robbed us of all right to bargain on that very vital issue and turned our membership over to the tender mercies of this notorious Government. (Continued from Page Five)

AT BOWE

were granted on a District basis.

of Alaska, the Government has undertaken

a number of projects such as air bases, etc.,

employing a considerable number of con-

struction workers, and the A. F. of L. was

successful in winning contracts for this con-

struction work in spite of the disruptive

The greatest success in the Alaska field

has been achieved in the Kodials area where

the United Fishermen's Union has, with the

aid and encouragement of the International,

organized the longsheremen, laborers, car-

penters, cannery workers, etc., into the

While this work was carried on almost en

tirely with their own resources, in 1940 I

dent Green of the AFL appealing for direct

help in the Alaska field, and requested that

the AFL put men in that field, assign com

netent organizers to the territory of Alaska

there, organizers in Alaska have to concern

themselves with the organization of ALL

workers in ALL sections of the labor move-

ment which are closely related in Alaska

and while the Seafarers Intl. has assumed

its share of the obligation our financial re-

sources have not permitted us to assume the

entire obligation. Alaska is a vast territory

and communication and transportation fa-

During the period Oct., 1938 to Dec. 31

1941, the Interntional spent some \$1200, in the Kodiak and Southeastern field, and

there was an additional sum of \$3,136.

spent out of funds supplied by the A. F. of

L. This included the sending of one or-

ganizer into Southenstern Aluska from Feb.

ruary in 1989 to May in order to help them

in their contract negotiations for that year

Kodiak convention in 1938-1939; the mainte-

nance of an organizer in Southeastern from

March, 1940 to July 1940, in addition to the

payment of the wages of Frank Johnson, Secty. of the Alaska Salmon Purse Seiners

and Tom Thompson of Craig, Alaska, for a

period of some two and a half months during the 1940 season. We also advanced

the ASPSU and CW Auxiliary funds to pay

the expenses of their delegates to a confer-

ALASKA FISH CANNERY

WORKERS

Seattle. During this period the International advanced the sum of \$650.87 to-

wards the maintenance of this Union

Seattle, and an addition! sum of \$832,25.

This was for payment of their barest ne-

cessities, such as hall rent, telephone bills,

legal expense in connection with their at-

empts to get an election from the NLRB

and much credit should go to that small

group of Alaska Fish Cannery Workers at

Scattle who have consistently maintained a

position of attempting to reorganize their fellow-workers under the banner of the A

F. of L. after the 1938-1939 debacle of sell-

out to the CIO in their field and the conse-cent lowering of their working conditions. In addition to the help advanced to this

group at Scattle, the International gave aid

to a similar group at San Francisco, which amounted to \$631.86. This sum was to have

been paid back to the International by Meyer L. Lewis, Western Organizer for the

A. F. of L., but to date he has failed to

COLUMBIA RIVER FISH FIELD

At Seattle was the Washington Trollers

Assn. and this organization affillated with the Seafarers in 1938-1939. The status of this organization will be reported on by

considerable of his time and effort in that

and as in the case of the Washington Troll-

tion to the monies advanced from the Sea-

farers Intl. the AFL spent come \$886.17 in

that field during the past two years, and at one time we maintained three organizers

in the field for a period of several months,

and one organizer for a period of nearly a

ence on negotiations for the 1940 season.

cilities are extremely difficult.

because by the very nature of the problem

intervention of dual CIO unions.

American Federation of Labor.

PROGRESS MADE BY THE THREE YEAR HISTORY OF THE ATLANTIC AND GULF

(Continued from Page Four) There could be only one answer to such a proposal as that—and I made that answer. On behalf of the Atlantic and Gulf District -I said "no."

And then up pops Mr. Joe Curran, the savior of the seamen.

Mr. Curran, who had kept strangely quiet all during this conference, suggested that the entire meeting be postponed to some indefinite future to give the Unions time to "study" the finky proposal.

I demanded to know what in hell there could be in such a proposal that required any study? But Curran obviously wanted to break up the Conference and sabotage bonus increases, so he wanted to atudy.

That was all that the shipowners and the Maritime Commission needed. Using the excuse tht one Union, the NMU, did not want to proceed until it had studied a bit, the entire conference was postponed and we were right back at the beginning of the whole thing again.

Again we attempted to negotiate directly with the shipowners. But having the Commission in their corner, they gave us the hom's rush.

And so, as a last resort, we determined to compensation—by striking their ships!

On September 13, 1941, we launched the historic bonus strike!

The strike is too recent and too well own by you all for me to take much time in reviewing it. You'll remember that the SUP walked out in support of us; that the Maritime Commission blustered and thundered but only succeeded in rushing flaks onto three ships. The rest of the ships remaining tied up tight as a drum; Curran Otheled the strike as "flukey" and a "hum beef" but was forced to change his tune by the sympathy and support we received from the NMU rank and file; how several operators expressed a desire to negotiate with on but the Maritime Commission prevented them from doing so and promised to break the strike and even had hopes, probably, of breaking the SIU itself. But the strike was solid. Each crew pulled the pin the minute their ship hit an American port and threw a picket line around the vessel.

And in essence what was this strike about? To win bonus money, of course. But more than that-it was to back up our right to bargain collectively with the operators, free of Maritime Commission influence and double dealing. From the first we demanded the right to meet the shipowners face to face and to bargain in good faith.

As the first week of the strike ended and we were bombarded with threatening telegrams from Admiral Land of the Commission, I wired him our ultimatum. I told him that the Commission had forfeited all respect of maritime labor and that henceforth the Atlantic and Gulf District of the SIU would sit at no conference table with the shipowners when the Commission was rep-

COMMISSION PUT IN ITS PLACE

With all modesty, I can say that the At-Issatic and Gulf District put Admiral Land and the Maritime Commission in their places as far as labor relations were con-

The following day we received an offer from Chairman Davis of the National Defense Mediation Board to receive our beef and give it immediate consideration and to act as an intermediary in bringing us face to face with the shipowners.

This offer we accepted and the strike was

There can be no denying or glossing over the fact that we did not immediately win ganized and honestly led trade union.

all the demands we formulated at the bedeny us the honor of a militant and solid strike action, of permanently shelving the again direct negotiations with the shipowners with the assurance of an immediate

increase in the bonus scale.

It was, by every standard, an honorable and successful strike and it gave us pride

and assurance in our strength.
In October 1941 the SIU and SUP appeared before the National Defense Mediation Board in Washington to explain their side of the story on the Bonus beef. After battling back and forth for 4 days, the Board finally gave its decision.

The Board gave a \$20 increase in the monthly bonus on the African, Oriental and Australian runs. It also boosted the Suez port bonus from \$75 to \$100 and \$5 per day after 5 days in port.

This was by no means a major victorybut it was a victory nevertheless. The few concessions were just one more notch in battle against the shipowners and they laid the groundwork for future advances.

In October 1941 all maritime unions appeared before Maritime and Labor officials in Washington, D. C. We fought the NMU proposal that a Board be created with full uthority over all phases of labor relations. We demanded that the proposed board's au-thority be limited to the questions of Bonus and insurance payments. We licked the NMU on this question and when the Board

was set up it had no sweeping powers. The new Board, which became known as the Maritime War Emergency Board, increased the monthly benus on African, Oriental and Australian runs by \$20 or

S.U.P. HELP

Last fall the SUP again blazed the way for better wages by obtaining a \$7.50 increase per month. This aided the SIU in also obtaining a \$7.50 boost but we were even able to go further and win a 10c inrease in overtime. We now receive the highest overtime scale of any seamen's union-90 cents per hour!

A milestone in our development at this time was the publishing of the Seafarers Log every week of the month. The Log first appeared in January 1939 as a bi-monthly. For three years it has been a mainstay in our organizational efforts-keeping the seamen informed about our problems and our victories, and inspiring them in the best traditions of maritime labor. In my opinion the present Log is the most vital and lively paper we have had in the history of the

In conclusion, I should like to point out that the District now has a larger membership roll than at any time in its history. We are completely solvent financially and even have boosted our hospital benefits from \$1 to \$2 per week.

We are now the unquestioned bargaining for the following lines: Eastern, geney Alcon, Baltimore-Insular, Ball, Mississippi, Seatrains, Colonial, Raritan, Colabec, Waterman, South Atlantic, Peninsular & Occidental, Savannoh, Bernstein, Hedger, Canadian Gulf, Cuba Distilling, New England,

Nantasket, Ore, Calmar and Robin. This then ise a brief history of our District. We have recently concluded our annual election of officers and a record vote returned again the great majority of the officials for another term.

This coming year is destined to be a difficult one for the Atlantic and Gulf District. The shipowners are going to attempt to use the war emergency as a weapon to beat down the seamen. The Atlantic and Gulf men are prepared to meet the challenge for they have behind them an efficiently or-

ATLANTIC FISHERMEN'S

SEAFARERS' INTERNATIONAL

The problem of organizing in Alaska has This Union applied for and received a been one that has confronted the Intercharter last June, thus bringing into the national immediately the charter was grantranks of the Seafarers a strong and milied in October of 1938. Three Alaska unions tant body of fishermen who have been orwere among the first to apply for tharters, ganized for years into a forceful organizathe United Fighermen of Kadiak and the tion maintaining some of the best agree-Alaska Trollers and Salmon Purse Seiners ments and conditions in the field. It must from Southeastern, who sent delegates to be pointed out that these men organized San Francisco to consult with your presithemselves through their own efforts; built dent as to the best form of organization their organization through struggle; in orand what aid the International could give der to get recognition and conditions at them. It must be noted that these charters times they have had to resort to several strikes but have emerged intact and stronger than ever. This union is indeed an exam The basic industry in Alaska is the Fishple of what workers can build through their ing Industry. Persons directly engaged in own efforts, and much credit must go to the Alaska Fisheries Industry number some Brother Patrick McHush, President of that organization, who through his unselfish ef-31,000. These are divided in the several forts and many years of hard work h groups : resident and non-resident workers. given excellent leadership to this group of Due to the strategic geographical position

UNION

Although this Union did not affiliate with the International until last June we have Iways been in close contact with them, and your acting president has conferred and worked closely at Washington, D. C., with these fishermen on legislative matters af-fecting the fishermen on a national scale. Recently through action of the Atlantic Fishermen's Union, the boat owners were forced to pay full war risk insurance on fishermen, through a decision of the Board at Washington, and thus a precedent has been established which will help our West Coast fishermen in the same connection.

CALIFORNIA FISH FIELD

Since 1938, the International has spent some \$14,000 in the California Fish field, and this is in addition to the monies spent by the Fish Council and the sum of \$1297.00 from the A. F. of L.

The income in per capita from the California Fish unions has approximated some \$24,500 in round figures, the bulk of this coming from the Monterey Fishermen (chartered in 1938) and the Monterey Connery Workers (chartered in 1939), and the large San Pedro local, which did not affiliate until last summer.

From the standpoint of the Unions them selves, and their growth from a financial standpoint, the following figures speak for

SAN DIEGO:

Hook, Line Bait Boat Fishermen's Union. On hand when chartered.....\$ 218,46 On hand Dec. 31, 1941... . 3568.55 Fish Cannery Workers. . \$ 799.00 On hand when chartered. On hand Dec. 31st. 1941 1777.92 SAN FRANCISCO: Fish Cannery Workers. On hand when chartered...

On hand Dec. 31st, 1941..... 1399,40 RICHMOND: Fish Cannery Workers. On hand when chartered.

\$ 140.58 (in the red) On hand Dec. 31st, 1941 The President of this Council, Vito B. Alioto, has spent a lot of his time and effort in building the Fish Council and improving

the lot of the workers in his field, and also in passing I feel I am entitled to mention the unselfish and devoted workers who have given their efforts as organizers in this During the formative period the International was unable to afford more than a \$30.00 a week wage scale for these organizers, and many of them existed on their wages without a per diem allowance, and in no instance was the per diem allowance more than \$3.50 a day.

All in all, I believe we can say with apologies to none, that the record of the Seafarers International in the California Fish field is one to b e proud of. And when we view the snug little treasuries of our affiliated unions, it is no wonder that the CIO is casting longing eyes in their direction, and attempting to move in and take over, particularly since they have now bled their own unions dry.

In 1940 it became evident that the work of the Fish Council had grown to the extent that it would be necessary to put a full-time man in charge, and I requested the Fish Council to elect a man for this job, but at various meetings the Fish Council went on record that the Acting President. should appoint a man, and therefore last summer I appointed Brother Geo. Issel of the Monterey Cannery Workers for that work. I am glad to report that he has done his work faithfully and well, and has been of considerable assistance to the workers in this field and various officials of the

LEGISLATIVE FIELD

Brother Ed Coester, SUP agent at Seattle, and International Representative in that territory who is familiar with the general As the seamen's union once again grew strong, and the American shipowners found conditions in that territory, having given they could not best down the unions by the familiar weapon of using strike-breakers, they resorted to new tactics, that of intro-On the Columbia River, we have the Co-lumbia River Gill Net Fishermen's Union, ducing legislation at Washington, D. C., in the Senate and Congress, which if passed would take away gains made by the seamen ers, Brothers Coester and John Massey, SUP agents in that territory, are more through fighting on the picket line, and in this endeavor they were helped from time familiar with the present status of these orto time by reactionary anti-seamen bureauganiations than your acting president. They will report on that territory. crats in Washington, and G. P. stooges who from time to time appeared on behalf of the In the Columbia River Fish field in addi-CIO seamen at Washington.

The SUP remained alert on these bills and sent their Secretary to Washington from time to time to defeat passage of these bills, and it must be stated here that with out the unqualified support which we always received from William Green, President of the American Federation of Labor,

I who went out of his way time after time to help us, we would in many instances

Fink-book fight. Through joint efforts of the Secty. in Washington and the membership of the SUP refusing to sail as a condition to having to pack a Copeland fink book, the Sailors Union was able to kick out the Copeland fink book which had already been established by law, and we sucresafully had the law amended to prov for certificates of identification instead of the fink book.

During this fight not only did we have to fight the shipowners and various hostile lawmakers, but also Joe Curran then leading what they called the ISU Seamen's defense committee who advocated to the East Const seamen that they take the fink book, which many of them did, and he was joined by Harry Polds by Harry Bridges on this Coast who attempted to put the same policy over on the men out here, and accused the SUP of striking against the Government because out camen refused to take the fink book.

The Communist Party in San Francisco ven went so far as to distribute halfets on the waterfront urging the seamen to accept the fink book, but in spite of this unboly combination, this vicious fink book, a preliminary to the Fascist blacklisting systems was besten.

Mediation-Arbitration Boards, Shortly after the Merchant Marine Act of 1986, which created the Maritime Commiss several bills were introduced in Congress placing seamen and fishermen under compulsory mediation and a set up on the lines as the Raifroad board. This the seamen considered would be a detriment to them and block them from utilizing their strike weapon, and we were successful in defeating these attempts with the aid of the A. F. of L. in Washington.

PITTSBURG: Fish Cannery Workers.

On hand when chartered \$ 402.62 On hand, Dec. 31, 1941...... 3,025.80

On hand when chartered..... On hand Dec. 31, 1941 1,208.13 MONTEREY:

Seine-Line Fishermen.

On hand when chartered. On hand Dec. 31, 4941 (round 14,000.00 figures) ... they have a good round figure invested in Defense Bonds. 1919 Fish Cannery Workers Union. On hand when chartered 208.12 On hand Dec. 31, 1941 30,294,33 Plants directly organized by the Scafagers International were as follows: 2006

Golden State Reduction plant. Won an NLRB election. American Sardine Company, cannery. Won an NLRB election.

MARTINEZ: Food packers organized. RICHMOND:

Tamalpais Fisheries reduction plant. Won an NLRB election.

Red Rock Canneries, Inc. Cannery organized. California Packing Corp. Liver plants at

Fruityale and Emeryville, organized, SAN FRANCISCO: Lansing Fisheries. Re-

duction Plant. Won an NLRB elections PORT HUENEME: Oxnard Canneries, Inc. Cannery organized.

SAN DIEGOL

Westgate Cannery. Won an NLRB election

Sunharbor Cannery. Won an NLRB elec-

Old Mission Cannery, Organized,

From the standpoint of the benefits to the workers themselves, the figures shown in "EXHIBIT A" attached herewith speak for themselves. I am indebted to Brother Geo. Issel for the compilation of these figures.

During the first year of our existence, in addition to the Alaska Unions, we had the Seine-Line Fishermen at Terminal Island and San Pedro chartered; and the Seine-Line at Monterey. Also the Hook and Line Bait Boat Fishermen's Union at San Diego, under the direct supervision of the Inter-

The Fish Cannery unions were not chartered until October-November, 1939, after considerable organizational work had been done by organizers sent into the field by the International at the request of the Califor-nia Fishermen's Unions. As soon as the Fish Cannery workers unions were menbers of the International, largely through the efforts of Vito B. Alloto of the Sains-Line Union at Monterey, considerable efforts went into the formation of the California Fishermen-Fish Cannery Workers Council.

This Council was formed in order to give more cohesion to the Fishermen and Fishi Cannery Workers problems, due to the fact that they were chartered as individual unions, and not as District Unions as the seamen are, and through their Fish Council meetings were able to work together in formulating their plans for joint efforts in negotiations and other matters affecting their mutual interests.

Hiring halls. A vicious atterpt was made in 1939 to do away with the union hiring halls and supplant them with Government-

(Continued to Page Seven)

Seafarers' Convention Went

BECADA

To extend to "Tommy" Doyle authority to go up the river and organize Mississippi and Gulf towboat men into the SIU.

To urge the American Federation of Labor to create a Maritime Trades Department which would enable all AFL unions to work in closer cooperation toward their common good.

To demand that Maritime War Emergency Board create one zone and one bonus rate for all waters.

Condemning the Pacific shipowners for their selfish and unpatriotic actions in chiseling on contracts and trying to scuttle all collective bargaining rights of the maritime unions.

Protesting the relaxation of any laws, State or Federal, which are designed to protect women in industry.

Demanding that the Government extend the benefits of unemployment insurance to seamen and fisherman.

* * * To condemn the creation of any governmental "Czar" with authority over maritime labor.

To urge the Federal Government to boost benefits paid widows of men killed in action.

FISH CANNERY WORKERS MAKING GAINS UNDER S. I. U. BANNER

It has been a brief three years that the California fish cannery workers have been affiliated with the SIU, but within that period great progress has been made in both the matter of wages and working conditions.

In a special report submitted to the convention, it was revealed that the 7 affiliated branches have boosted wage scales to as high as \$1.15 per hour, have reduced the work day

to 8 hours and in many cases have won a closed shop and union hiring hall. Considering the fact that in 1939 the cannery workers labored an average of 12 hours per day without overtime and received as low as 55 cents an hour, the magnitude of the victories is

There are SIU cannery and reduction plant agreements at the following locals: Pittsburg, Benicia, Michmond, Martinez, Mont terey, Port Hueneme, San Pedro, San Diego, and San Francisco.

The Pittsburg, Benicia, Monterey, Richmond and San Francisco locals have been able to replace the preferential hiring clause in their agreements with closed shop and hiring hall provisions. In the past year the Monterey and San Diego locals have improved their preferential hiring

Some of the best contracts in the industry are now in force in SIU locals. Most of the locals have been able to increase their rate of overtime pay, have secured a 10 minute rest period in every two hours, won vacations with pay and received the guarantee of two and and four hours pay for reporting to work. Standby and waiting time is now paid. The employers have been forced to furnish showers, towels, soap and working equipment such as gloves, rubber boots and rubber aprons.

Another gain was the establishment of meal periods every four hours for women and every five hours for men. Improved seniority rights have been won and safeguards have been established against the speed up.

The progress of the cannery workers is graphically demonstrated by the comparative wage scale in '39 and '41 of the Richmond, Benicia and Martinez locals. The minimum scale for men before the SIU took over was 75c per hour. The present minimum scale, after two years of SIU leadership, is 95c per hour. In the same period the hour day was reduced from 12 to 8 and double time is now paid after 12 hours.

Today the cannery workers face great difficulties due to the reduction of the fishing fleets on the Pacific Coast. The war emergency may force further curtailment of the fishing industry. The SIU has demonstrated to the cannery workers, however, that the way to preserve their gains in bad times and to extend them in good, is to affiliate with the Seafarers.

International Officers For 1942

PRESIDENT

Harry Lundeberg. VICE-PRESIDENT

John Hawk, Secretary-Treasur er of Atlantic & Gulf SIU. SECRETARY-TREASURER Tex Skinner.

EXECUTIVE BOARD

f the SIU.

Vito Alioto, Business Agent, Seine & Line Fishermen's Union of Monterey.

Mrs. Andrea Gomez, Business Agent, Terminal Island Local Fish Cannery Workers of the Pacific.

Morris Weisberger, New York Agent, Sailors Union of the Pacific.

Patrick McHugh, Secretary-Treasurer Atlantic Fishermen's Un-

d Coester, Seattle Agent, Sailors Union of the Pacific. D. Miggs, Gulf Representaive, Atlantic & Gulf District

Resolution Blasting Stool Pigeons Passed By Convention Vote

Whereas, during the past two months a suit has been instituted against our Acting International President, Harry Lundeberg, changing him with misuse of funds, sabotage of national defense and various and sundry other crimes, and

Whereas, this suit was filed on behalf of one Gertrude Houseman, member of the Monterey local of the Fish Cannery workers, and member of their executive board, and one Leila Nolando, claiming membership in the San Francisco local of the cannery workers, and one Hampson of the Sailors Union of the Pacific, and

Whereas, the institution of this suit has worked a grievous hardship upon our organizations and our International, and on our Acting President Harry Landeberg, causing us to spend thousands of dollars in unnecessary legal fees and other expenditures which should properly be spent in organizing workers en our field, and

Whereas, this suit has now been unqualifiedly exposed as a plot on the part of the Communist Party and the California CIO to smear our organization through attacks on our President, and to create confusion and distrust in our ranks so that they could attempt to move in our field and take over our organization, and

Whereas, the Sailors Union of the Pacific has taken unanimous action in exposing, and expelling said Hampson from their ranks, and branding him a traitor to the organized labor movement, and has also expelled one J. H. "Blackie" Prevost after a trial which found him guilty of being a police informer, a stool pigeon and traiter to his organization, now, therefore be it

Resolved: That this convention of the Sesfarers International goes on record as condemning said Gertrude Houseman and Leila Nolando for their actions in consorting with, and working with our enemies, and against the interests of our organization, and brand them as enemies of the organized labor movement, and that a copy of this resolution be sent to every American Federation of Labor Union in the State of California and elsewhere.

> John Massey Frank Delano Martin Fransone V. Fiorentino Madeline Quandt Frank Ferrante Frank Murcurio Lillian Nacataro Paul Bays

More About

THREE YEAR HISTORY OF THE SEAFARERS' INTERNATIONAL

(Continued from Page Six)

under the supervision of the Shipping Com-missioners. Fink halls were opened up on the Atlantic Coast in New York and Baltimore, and Joe Curran, President of the NMU, gave them his blessing and endorsed them, and instructed his membership to hive ough the fink halls

The SUP and the SIU and MFOWAW, gether with MTW 510 picketed this hall ir manths. Four different for months. Four ships were dispatched to the Pacific Coast with NMU fink crews shipped through fink halls back East. They at with an SUP-MFOWAW line in Bellingham and Seattle, and the the East Coast. Then a sink hell opened in South, but not a man shipped through it. The SUP Secretary in Washington appealed to President Green who not with him with Marry Hopkins, Secty. of Commerce, and we were successful in nullifying the fink hall not up.

Alien Bill. In 1939-1940 in Washington we were able to defeat discriminatory bills simed at alien seamen and fishermen barring them from sailing and fishing in Amer-

Manning scale. American ships. Argued before various Government bodies in Washington for higher manning scale and better quarters to be built in American ships.

Tuberculosis Hospital. Successful in having a bill introduced establishing a new hospital on the Pacific Coast for seamen, but there has been no action to date on this no doubt due to the war.

Jones Act. For the past fifteen years, shipowners have introduced bills in Washington, D. C., trying to take away the right of a seaman and a fisherman to, sue for damages if injured on board a ship, which right to sue through court action was given to the seamen by the Jones Act, passed in 1920. There are only two types of worker in America who has this right, namely the seamen and railroad workers, and the shipowners want the seamen under the Longshore & Harborworkers Act, which

, is inferior in all respects to what the sensontrolled hiring halls on lines familiar to be men now enjoy. The fight to do away with the Jones Act was intensified again in 1940 and 1941 in Washington, D. C., and again re successful in beating this me back, but there is no doubt that the ship owners will try this angle again.

Board. In 1941, the shipowners and their stooges tried to have a Board established taking over control of the seamen's unions, but this was blocked through joint efforts of SUP-SIU, and instead we were side to get a small board of three men who deal sively with the war benus and war

Various other matters dealing with seaea and fishermen on a national scale een fought from time to time in Washing ton, and the SUP has sent its Secretary in to do this work and everybody has i Sted thereby.

Attached hereto MARKED EXHIBIT B, a further report on legislative and legal matters which have been handled for us by Attorney Charles Janigan, of the California State Federation of Labor.

The delegates can well appreciate the fact that in our field, covering as it does such a vast territory, there are many incidents and particulars which have not been touched upon, and this report as it is is lengthier than I like, but it has for its purpose the task of trying to acquaint the delegates with our main problems. A tremendous amount of detail work has been handled through the Seafarers office, and those who have worked in the office have done so faithfully and for small wages in order to help build this organization. We are all indebted to those who have worked to build this organization, and no one has been able to use this organization in order to build a soft spot for themselves.

Each Union will be handed a certified copy of the Auditor's report, together with a detailed report on expenditures.

Let's hope we have a constructive con-

Fraternelly submitted, HARRY LUNDEBERG, Acting President.

More About

FIRST INTERNATIONAL S. I.U. CONVENTION

the charges filed against him and of the recent attacks upon the S.I.U.

"We would be derelict in our duty toward the seamen if we failed to publicize the fact that the Communist party and their spokesmen are just as vicious and detrimental to the seamen, and workers as a whole, as the employers.

"As a matter of fact, we know where the employers stand. We know we must always fight them, but it is a little more difficult to detect the same enemies among the Communist Party stiffs.

"They have ruined many unions and misled many green workers not familiar with their tactics. But we know them and we know their tactics and we will fight them to the end."

Lundberg's full report should be read carefully by every member of the S.I.U., for it gives the complete and accurate story of the conditions leading up to the formation of the S.I.U. and the accomplishments of the S.I.U. in the three years since it was founded.

Following Lundeberg's report, a history of the Atlantic Gulf District of the S.I.U. was given by Brother John Hawk. This history traced the development of the District from '39 when it started with a handful of members, up until the present time when it is the largest single affiliate in the International with over 12,000 members. This report is printed in full on page five.

One of the most important jobs facing the delegates was the adoption of a Constitution. The 35,000 members of the S.I.U. represented three different, though related, industries. The Constitution, as finally drafted, was designed to protect the rights and interests of each group, but at the same time set up machinery that would weld them into a single International and thus increase their strength to fight their enemies and bargain with the employers.

The Constitution, as adopted, assures autonomy to each affiliated organization and thus protects them from interference from the International. The office of the President and the Secretary-Treasurer, which will be located in San Francisco for the coming year, will be charged with representing the interests of the affiliates in legislative halls, will conduct organizational drives and coordinate the work of all affiliates toward the common goal of improved wages and working conditions and job security for the maritime and cannery workers.

This was the first Convention in which one International embraced seamen, fishermen and cannery workers. The fishermen were represented by the Atlantic Fishermen's Union, the Sein and Line Fishermen's Union, the Hook, Line and Bait Boat Fishermen's Union, the Washington Trollers Association, the Columbia River Gill Net Fishermen's Union, the Alaska Trollers Association, the Alaska Salmon Purse Seiners Union and the United Fishermen of Alaska, Kodiak

The cannery workers were represented by the nine locals of the Fish Cannery Workers Union of the Pacific. The remarkable gains made by the cannery workers is told in a story on page seven.

Solidarity with the S.I.U. was expressed by telegrams that poured into the convention from trade unions. William Green's message headed the list and he expressed confidence that the delegates would have a fruitful session. Captain C. F. May, president of the Masters, Mates and Pilots, appeared before the delegates in person to extend his greetings and support.

Visible evidence of the toll that the second world war has taken of our ranks was always before the delegates in the form of a huge plaque listing Brothers lost at sea. The plaque hung in the front of the Convention hall and bore the names of the S.I.U. and S.U.P. ships that have gone to the bottom, and listed the names of the crew members lest. The convention opened with all delegates standing in silence for one minute in memory of these lost Brothers.

There will be many Conventions held by the Seafarers International in the years to come and the organization is destined to grow in size and strength. But few Conventions will rank in importance with the one just concluded and it is hard to imagine future delegates more dedicated to honest and progressive trade unionism than those who came to San Francisco in March, 1942.

These Standing Convention Committees Laid the Ground Work For the International

Reading Clerk-Bill Alioto, SL FU. Monterey.

Master at Arms-John Lavoie, SUP.

Organizing and Grievance Committee: Seamen — Charles Brenner, SUP; Mathew D. Biggs, SIU, Atlantic-Gulf; M. Polaner, SIU, Great Lakes; Hugh Murphy, SIU, Canada; Bill Snow, SUP; R. Dickey, SIU, Atlantic-Gulf.

Organizing and Grievance Committee:Fishermen-Cannery Workers-Bill Alioto, SLFU, Monterey; Tex Skinner, HLBBFU, San Di-ego; Frank Mercurio, FCWU, Pittsburg; George Issel, FCWU, Monterey; Paul Bays, FCWU, Richmond; Bee Renfro, FCWU, Hueneme; Helen Sievers, FCWU, San Francisco; Andrea Gomez, F CWU, San Pedro; Pauline Furth, FCWU, San Diego; L. Molina, AF CWU, Seattle.

Constitution Committee - Ed Coester, SUP; John Hawk, SIU, Atlantic - Gulf; M. Polaner, SIU, Great Lakes; B. Guilford, FCWU, San Pedro; Tex Skinner, HLBB FU, Monterey; J. McWalters, Marine Pursers, Seattle; Agnes Tuoto, FCWU, San Francisco.

Arrangements Committee-Bill Alioto, SLFU, Monterey; M. D. Biggs, SIU, Atlantic - Gulf; James Waugh, FCWU, San Pedro; M. Weisberger, SUP.

Credentials Committee - John Massey, SUP; M. D. Biggs, SIU. Atlantic - Gulf: Bill Alioto, SLFU Monterey; James Waugh, FCWU, San Pedro.

Publicity Committee — Barney Mayas, F. Miller, N. Perry.

Rules Committee - C. Brenner SUP; W. Armstrong, SIU, Atlantic-Gulf; D. R. Campbell, FCWU, Monterey; F. Lucido, SLFU, Monterev: L. Nacatero, FCWU, Pitts-

Resolutions Committee - John Massey, SUP; O. Banks, SIU, At-lantic-Gulf; F. Delano, SIU, Great Lakes; M. Franzone, FCWU, San Pedro; Pauline Furth, FCWU, San Diego: Madeline Quandt, FCWU, Benicia; Val Fiorentino, SLFU, L. A. Harbor Area.

Officers' Reports (Finance Committee)—M. Weisberger, SUP; J. Mogan, SIU, Atlantic - Gulf; D. Dwyer, SIU, Great Lakes; L. Martin, FCWU, Monterey; Charles Waid, SIU, Atlantic - Gulf; James Waugh, FCWU, L.A. Harbor Area; N. Bellici, SLFU, Monterey.

Legislativa - Ed. Coester, SUP; John Hawk, SIU, Atlantic-Gulf; D. M. Biggs, SIU, Atlantic-Gulf; M. Polaner, SIU, Great Lakes; Bill Alioto, SLFU, Monterey; J. Waugh, FCWU, San Pedro; George Issel, FCWU, Monterey: Patrick McHugh, Atlantic Fishermen's Union.

BUSY DELEGATES AT THE FIRST CONVENTION IN 'FRISCO



SISTER DELEGATES from the Cannery Workers get together on the roof of the Whiteemb Hetel. (standing) Mrs. Frank Fester, Andrea Gemez and Helen Seivers. (seated) Rose Jenson, Parnell Burdett and Lillian Nacatoro.

ATLANTIC AND GULF REPRESENTATIVES-M. D. Biggs, A. W. Armstrong and R. E. Dickey.

HARRY LUNDEBERG settles a boof over the telephone between Convention

HMMY WAUGH of the Fish Canney Workers, talking with Hugh Murphy of the British Columbia Scamen's Union and Vite Allote of the Scine and Line Figherman's Union of Mentersy.

GREAT LAKES SIU DELEGATES-Frank Delano, Mardy Polaner and Dan

PART OF THE SUP DELEGATION—(Standing) Ed Goester and Johnny Lavole. (ecated) John Massey, Morris Weisberger and Charles Brenner.