

**SECURITY
IN
UNITY**

SEAFARERS LOG

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



VOL. III

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No. 15

SIU SIGNS TWO NEW TOW BOAT AGREEMENTS

New Orleans, La.—Brother A. W. Armstrong, New Orleans Agent of the S.I.U., and Brother Doyle, S.I.U. Towboatmen's Agent, signed two towboat agreements last week that are second to none in this field.

Traveling to Texas the two S.I.U. representatives signed up the River Terminals Corporation, the contract being generally considered better by far than any inland agreement signed by any Union to date.

On their way back to New Orleans, the two brothers signed the Coyle Lines, duplicating the achievement in Texas. The S.I.U. is at present campaigning for a contract with the tough Bisco outfit, one of the worst offenders against tow-boat conditions in that part of the country.

S.S. Florida Replies to Curran's Conniving

NMU Suffers Worst Defeat As P & O Crew Snows Them Under 118 to 6 in NLRB Poll

By M. D. BIGGS, Gulf District Representative

No, this was not an election petitioned by the SIU, but was the results of an NLRB election requested by the commie-controlled NMU, which claimed to have pledge cards from over 50% of the crew of the S.S. FLORIDA requesting the NMU to represent them in collective bargaining.

In fact, commissars Eddie Gordon over in Havana and Pete Sosa in Tampa had the Officialdom of the NMU believing the election would go their way so strongly that they had crews from all over the high seas sending cablegrams to the crew of the S.S. FLORIDA congratulating them over coming under the wing of the commie party, and even went so far as to put in their petition to the NLRB for the election that the **UNION THAT WON OUT IN THIS ELECTION WOULD BE THE BARGAINING AGENTS FOR THE ENTIRE P & O FLEET.**

S. S. NORWALK TO GO ON ICELAND RUN

Eastern Steamship Company's S.S. Norwalk is going to run under charter to Iceland, Secretary - Treasurer Hawk announced last week. Brother Hawk reported that he had met with Eastern officials to negotiate off-shore working conditions for that ship on the new run.

He also obtained the standard \$60 monthly war bonus now in effect, as well as the regular war risk insurance and other stipulations contained in S.I.U. war bonus agreements.

A rider, it was further agreed, is to be put on the articles of the Norwalk, providing that any new increase negotiated in the war bonus will be retroactive to the date of signing articles.

4,000 Atlantic Fishermen Vote to Join Seafarers

Over 4,000 members in good standing of the Atlantic Fishermen's Union, have decided to join the Seafarers' International by a four-to-one vote, Pat McHugh, Secretary of the Fishermen, announced this week.

Meetings between the Fishermen and representatives of the SIU are at present being conducted in Boston, Mass., to work out the details of affiliation. Formal application for a charter is soon to be made. By Sept. 1 all arrangements are to be completed to make the Atlantic Fishermen a full affiliate of the International.

The affiliation of the Atlantic Fishermen follows closely the recent action taken along the same lines by more than 2,000 fishermen in San Pedro. Fishermen in other parts of the country are expected soon to join these new affiliates in the trend toward making the SIU a real brotherhood of the sea.

SUP Votes on Strike in Ship Transfer Beef

Balloting in a coastwise referendum is now in progress at all branches of the Sailors Union of the Pacific, the issue being whether or not to tie-up all ships on the coast in the event of the transfer of seized Axis vessels to foreign flags.

Immediate cause of the balloting is the report that seven seized Danish vessels were to be transferred to the Panamanian flag.

The SUP position is that these transfers are intended mainly to avoid paying the Union scale of wages prevalent in the American merchant marine, and in this manner, to constitute a club in the hands of shipowners with which to beat down the living standard gained after such bitter struggle by American seamen.

The SUP has also exposed the Maritime Commission's alleged official reason for the transfers, namely, that these ships under foreign flags can go to zones restricted to American vessels because of war activity. American vessels, the SUP has pointed out, have been and continue to go to

(Continued on Page 4)

They knew that they didn't have a chance on the S.S. CUBA, which is laid up for repairs, or on the car-ferries where "communism" (or rather NMUism) is not tolerated; so, they placed everything they had on the S.S. FLORIDA including thousands of Moscow dollars which were spent for only SIX votes.

The SIU has always known that the crew of the S.S. FLORIDA was 98% for the SIU, but the SIX Joe Stalin boys were a little too slick to let the crew get anything on them, so when the boys were told that the NMU had petitioned for an election, they saw their chance to rid the fleet of these parasites, and even though they knew that they did not have to go through an election due to the fact that the NMU had not shown proof of 50% of the crew they demanded that the election be held immediately, in order to rid the fleet of these disrupters once and for all.

This was done and the net
(Continued on Page 2)

ATTENTION INGARD A. HYSTAD

A letter from Local Board 76, Selective Service, 434 Mills Building, San Francisco, has been received for you at the international office of the SIU, 110 Market St., Room 402, at San Francisco. Get in touch with that office at once.

Washington War Bonus Confab Meets This Week

WASHINGTON, D.C.—The Maritime Commission announced last week that conferences on the subject of war bonus pay on American vessels would begin on August 12. The conferences have been called on the initiative of the Seafarers International Union of North America, which made such a stipulation for the release of four ships on foreign runs, when they were tied up by the Union early last month for a higher bonus.

MFOW Rejects CIO Affiliation By Vast Majority

Balloting on a referendum as to whether to join the C.I.O., the Pacific Coast Marine Firemen, Oilers, Water-tenders and Wipers voted NO by a 4 to 1 majority. The Firemen's vote is a decisive answer to the intrigues and maneuvers attempted by the Communist Party stooges in the N.M.U. in their drive to break up the solidarity of the West Coast seamen.

The Stalinite gang is now left only with a foothold in the Cooks' organization on the Coast, whose affiliation to the NMU is being engineered in a weak effort to offset the blow dealt them by the action of the powerful Firemen's organization.

Oslin H. Lane

Formerly of the S.S. Ruth, Bull Line. Contact Attorney Richard M. Cantor at 51 Chambers St., N.Y.C. — Important.

The conference of shipowners, representatives of the Maritime Commission and the Department of Labor and the Unions of the unlicensed seamen is to take place on August 19th, according to the Commission announcement.

On August 12th there will be a conference dealing with the bonus for licensed officers and on August 15th a conference dealing with the bonus for radio operators.

The Seafarers have requested permission to sit in on ALL the conferences.

The Commission move to split the conference up into three sessions has caused considerable resentment among the seamen. Originally, the S.I.U. had requested a joint conference including all maritime unions. Union men fear that this new move may be an attempt to divide their ranks on the highly important bonus issue.

The S.I.U. has taken the lead, as many times before, to improve seamen's conditions. Its record is clear. The S.I.U. was the first to move for a greatly increased bonus after the tragic torpedoing of the Robin Moor. The S.I.U. not only asked for a higher bonus, but acted on its demand, when the Robin Line, Calmar and South Atlantic ships of the Union were tied up early in July,

(Continued on Page 4)

MONEY DUE

The following men who paid off the Alcoa Leader at Montreal recently have the following difference in pay coming to them:

- A. Anderson, \$3.96
- J. Fediow, \$4.35
- J. Hansen, \$5.96
- G. Scholtz, \$5.42
- J. Aldridge, \$3.12
- P. J. Grant, \$5.42

In addition to the above, the three ordinary seamen who rotated the 4-8 watch while it was short an A.B. are entitled to an additional \$5.50 each, their share of this man's split pay.

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War Bonus and Militancy

Once again the S.I.U. comes in for reprimands from the *Journal of Commerce*. A reprimand from that voice of the shipowners is a badge of honor. Something to be proud of.

Here is what it amounts to this time:

"Until recently, there had been reasonable uniformity in the rates agreed to by the various maritime unions. Latterly, however, the Seafarers' International Union . . . (has been) insisting on bonuses far in excess of those agreed to by other labor organizations." (July 28, 1941.)

By "other labor organizations" the shipowners' rag undoubtedly refers to the C.P.-controlled National Maritime Union. And it is undoubtedly true that the S.I.U. has been demanding bonuses in "excess" of what the misleaders of the NMU have been willing to agree to. But not only "latterly"—this has been going on for a long time.

When Curran and Co. were content to let their membership sail for 25 per cent bonuses, the S.I.U. went to bat to obtain first 33 1/3 per cent and immediately thereafter, flat \$1 per day bonus rates. The NMU membership profited from the S.I.U.'s insistence and got these increases too.

When the misleadership of the NMU sat on their rear ends and contentedly advised their members to continue to sail at \$1 a day, the S.I.U. stepped out front again and after a short tie-up of Robin boats last May, got a boost to \$50 a month, and later to a flat \$2 a day bonus.

This trend is still going on. The S.I.U. is still "insisting" on a more adequate bonus for the men who take the risks.

Continuing its spleen, the *Journal of Commerce* concludes:

"Above all, members of the various employee organizations must be treated alike. It is intolerable for one labor organization to seek to obtain exaggerated (sic) bonuses for its members by adopting an unduly aggressive attitude. . . ."

So the shipowners' paper has to tell the NMU membership that they "must be treated alike" in any increase in bonuses that the S.I.U. gets! What a slap in the face for Curran, Lawrenson, Myers and Co.!

So the shipowners don't like the S.I.U.'s "unduly aggressive attitude" which goes after the higher bonuses! What a compliment to the militancy of the Seafarers' International!

Any seaman, with the slightest intelligence, only has to compare the solicitude which the shipowners' paper shows for the C.P.-controlled NMU and the belligerence with which it hurls its venomous attacks against the S.I.U., to see which of the two organizations is truly a rank and file seamen's organization.

MONEY DUE CREW MEMBERS OF THE S.S. JEAN LAFITTE

The following men who were paid off on the S.S. Jean Lafitte in Baltimore on July 1, 1941, have \$16 each in war bonus money coming to them:

J. Gill	R. Salas	R. Miller
E. Morton	C. Danules	H. Hurst
E. Nunez	M. Lafontaine	S. Antonion
J. Cruz	A. Barnes	M. Rios
C. Padro	G. Murphy	E. Winters
L. Moreno	B. Bonich	A. Vega
A. Romaniski	E. Benson	William Cassidy
	J. Carney	

(Cassidy, as deck engineer, also has 9 hours overtime due him and settled in his favor.)

If the men will call at the Waterman Line office, at New York or Mobile, or communicate with the Company, they can collect this money.

JOHN HAWK, Secretary-Treasurer

NMU Suffers Worst Defeat On P & O Ship

(Continued from Page 1)

results are as follows: SIU—118 votes; NMU—6 votes; Company Union—0 votes; S.S. Florida—rid of 6 Joe Stalin stooges.

So here goes congratulations to the 118 men on the S.S. Florida who carried the entire load for SIU in the P&O fleet, as well as the boys who were not allowed to vote due to the fact they were not on the ship long enough and, last but not least, the boys on the car-ferries who demanded the right to vote for the SIU in this election, but were denied that privilege.

Now, let us look a little farther into this set-up and learn just what commie scheme was used in order to get this election. In the first place the NMU did not want an election on the S.S. Florida, but after they made the request and learned that the SIU did not fall into their trap, they had to go through with it in order to save their face. This is something that will be proven through these columns in the very near future and only then will the boys on the S.S. Florida learn just how close they came to losing everything they have gained in the P&O Steamship Company during the past year.

A two-year-old child knows that neither the NMU or any other Union has ever given the men on a passenger ship an agreement that will equal the one now negotiated with the P&O, and this has all come about in the past twelve months. In fact, the boys know that the NMU had nothing to sell but "communism" as they had compared their old agreement with every agreement the NMU has and learned that they were working under conditions, wages and overtime at least 35% better than anything the NMU could offer.

Even after the NMU had placed five commies aboard the S.S. FLORIDA when she sailed from Havana for Tampa, with large bundles of commie literature, as passengers, the crew still turned THUMBS DOWN and dumped all of commie Gordon's nice little leaflets over the side.

By the way, Eddie, what became of the 86 full book members of the NMU you were typing so much about on the back of your leaflet. It seems to me that 86 would be a good majority in a crew of 124, so it couldn't be that you instructed them to vote SIU and forgot your six stooges. Well, you can have your six stooges back and after they sail a few of the NMU ships such as the Merchant & Miners fleet that calls into Miami, we would like to have a friendly chat with them.

And so ends the plot to overthrow the conditions in the P&O fleet which flew back and hit the commies square in the face.

ONE HUNDRED EIGHTEEN to six.

NOTICE

Money orders of \$38 each have been sent out to Emil Kardinal at Honolulu and Francis Peredue at New Orleans, care of the Agents in each of these ports. Peredue's gear has been sent to the Baltimore Hall.

E. Flaherty, No. 1796

SECRETARY-TREASURER WARNS AGAINST NEW "PARTY LINE" TACTICS OF C. P. STOOGES

As all hands know, since the Nazi invasion of Soviet Russia, the Communist party has changed its "party line." Whereas before, these people were allegedly for "peace", they are now beating the drums for war. Whereas before, they opposed any and every move made out of Washington, they are now engaged in boosting any and every move made by the government or any of its agencies.

Under cover of helping the fight against Hitler, they are actually ready to sell out the legitimate rights of labor in this country. They call that "defending democracy," believe it or not.

The fakers who head the NMU are known stooges of the C.P. Every time the "party line" is changed, these birds can be expected to do a flip-flop in the best interests of the dictators in Moscow, but ALWAYS against the interests of their own membership and the seamen in general.

Whereas, previous to the Nazi-Soviet war, they talked against the shipowners, the Maritime Commission and the other government agencies, while pulling such stunts as breaking the M.E.B.A. strike on the Export ships and attempting undercover scabbing on the S.I.U. in the Bonus beefs, they can now be expected to both act and talk openly in cahoots with the shipowners, the Maritime Commission and the other government agencies and to stab the seamen in the back more than ever. All in the name of "defending democracy"!

In the marine industry the flip-flop in the "party line" means, above all, more intensified efforts on the part of Curran and Co. to disrupt the S.I.U. and all other bona fide seamen's unions—all the time they pull their old, hypocritical gag of "unity" hollering.

The new NMU "party line" calls, first of all, for their agents to join the S.I.U. and ship on our ships to sow dissension among the crews.

Secondly, these agents are instructed to beef about anything and everything, pull job action and hang the hook whenever they get the slightest opportunity.

Their strategy is now to discredit this Union in the eyes of the government and of every steamship company that we have under contract, by delaying ships and thereby breaking our contracts.

On the other hand, they advocate to their own membership not to embarrass the companies that they have stinking contracts with. On NMU ships, they do not tolerate a delay of any vessel on any ground.

Their game is to show the shipowners that the officials and membership of the S.I.U. are irresponsible and unable to live up to their contracts.

This double-dealing, two-faced policy calls for the infiltration of party stooges from the NMU into this Union, in order to accomplish this aim of discrediting the S.I.U.

While they attempt to discredit us, they do everything in their power to prove to the companies that we have under contract—and in that they naturally get the help of steamship company officials such as Frank Taylor, president of the shipowners association—that they and their membership are very responsible, especially in these days of National Defense.

To this end, they are not even ashamed to allow their seafaring members to sail under conditions that the outgoing old ISU fakers got for them back in 1937. Regardless of whether a dispute with a company is good or bad, the Executive Board of the NMU settles all disputes as a self-appointed part committee. And how! Generally to the satisfaction of John Shipowner. They are determined not to tolerate the delay of ships, no matter what the cause.

Delays of ships, phoney beefs, hanging the pin irresponsibly—all this they want to see only on S.I.U. ships. To this end, they send in their stooges to engineer trouble in our Union and on our vessels.

So, Brothers, a word to a good, wise Union man is sufficient.

Check your ship for the guy who sits among any group aboard a ship and starts grumbling about everything in general. This kind of a guy usually has some other seaman go to the bat to settle his beef. This is the guy who is making balls for somebody else to throw.

He is trying to wreck your Union for the purpose of advancing the cause of the C.P. in the NMU.

To the "party line" strategy of double-dealing and disruption, we in the S.I.U. must counter a strategy of greater watchfulness, than ever, and increased effort for the better conditions with which we have already put all NMU agreements in the shade.

John Hawk.

What's Doing —

Around The Ports

NEW ORLEANS

July 23, 1941.

Editor, Seafarers Log
Dear Sir and Brother:

Everything running along pretty smooth down here in New Orleans. Shipping has picked up quite a bit and any one on the beach has a chance to ship out.

The greater part of the men want the rust buckets brought up to the hall so they can look them over before taking a job on them. It has been a long time since shipping and work ashore has been so plentiful, so no one can blame the boys for taking advantage of the good times while taking is good.

Last week we shipped a total of 126 men to various jobs, with 76 new men going on the shipping list.

Not very many beefs around to amount to anything. Had a minor beef on one of the scows that run in here regular. The crew complained about the Mate doing work on deck with the men and also issuing orders contradictory to the Bos'n's orders.

When the ships' delegate went to the Mate after the men had held a meeting and asked him not to issue any order to the men, but to lay out his work to the Bos'n and let him work the men, he got the impression the men were trying to run the ship, so he went bouncing off to the old man with his tale of woe.

The old man told the ship's delegate that he would put any man in irons that didn't do what the mate told them to do and if necessary he would have the Coast Guard come out and have the men taken off. And he would also have the F.B.I. down to investigate the crew when he got to New Orleans. The Old Man even had the fantastic idea that the crew were going to take his ship over themselves and turn it over to some foreign power. Boy, I surely would like to know what some of these skippers drink or smoke to get such ideas.

I notice that quite a few of the cabs coming to N. O. ride up to the hall in yellow cabs and also use these cabs when they do their shipping or other business they have to attend to. These cabs are strictly 100% phoney and no union man should be seen in one of them. The Checker Cabs are 100% union and quite a few of the independent cabs are union. So fellows, it isn't hard to ask for the driver's union book when you ride a cab in New Orleans. They have had a battle to beat the Yellow Cab Co., so as union brothers let's

Do Not Ship PERMITS REVOKED

Manuel Rodriguez, P-1081
Emory F. Gregory, P-3109

INDEFINITELY SUSPENDED

Bruce N. Baskett, G-253

REFUSED MEMBERSHIP

George E. York
William J. Purdom

give them a hand and ride strictly union cabs.

Fraternally yours,
C. J. Buck Stephens,
N. O. Engine Patrolman

PHILADELPHIA

July 25, 1941.

Editor, Seafarers Log:

Well, old long-drawers McKeefry, the cheerful chiming cherub, is still on his hunting expedition up in the mountains. We wonder what in hell he is hunting. We wonder if it is game. If so, what game? The old place don't seem the same without Mac, especially when someone informs him that the coffee is ready. When he gets his big rear-end in the way it is a tough job to see the coffee table.

Old Brother Buckman, the Admiral of the Cuban Distilling Navy, has been out of circulation for some time now with a bad crushed foot, but Paper-Bag Wilson is taking his place and when Buckman gets well again, he will have quite a job getting back his forfeited title from the new Admiral.

We are having a few Red Sea ships in this port lately and the boys devour them pretty fast. We wonder if the Bonus has anything to do with it or is it, as Mac has stated, the copper-colored maidens of Port Suez and Points East?

Had a little brush with the Calmar Company regarding electric fans and we finally persuaded them that we needed six, which the company furnished for one ship.

Flannagan has a passenger riding around the front with him. So, some of the boys became curious and investigated. And this is their findings: old Jo-Jo is a little behind on his payments for the old crate and the man from the Finance Company is following him around, waiting for him to collect some dues so he can be paid off.

Well, Brothers, we guess that we have said enough for this time, so in closing we repeat that you are not the Only Union Man on the ship, there are others in the same boat with you.

We remain fraternally,
The Three Musketeers,
W.B.B., No. 1994
J.F.F., No. 542
H.J.C., No. 496

SAVANNAH

July 25, 1941.

Editor, Seafarers Log
Dear Sir and Brother:

Things have been moving quite fast in and around Savannah in the last couple of weeks.

The S.S. Delfina came in the last of the week loaded down with beefs up to her crow's nest. All of these beefs were satisfactorily settled with the exception of one, the watertenders trying to collect overtime for the 5 open ports in and around Puerto Rico, where the ship laid at anchor on the 4th of July, Saturday afternoon and Sunday and did not work cargo.

The wording of the agreement is such that the company refuses to pay this overtime. This same beef was sent into headquarters to see if any clarifications can be gotten on it.

Also the ship got a certificate from the Local Inspectors where

NORFOLK

July 23, 1941.

Editor, Seafarers Log
Dear Sir and Brothers:

Well, things are about the same around here with a serious shortage of colored firemen and oilers. As has always been the case around here, it is next to impossible to send a ship out with her full complement of rated men.

The prize of the week was the Alcoa Cutter. The old man held up three men at the pay-off and when it come time for them to get their money he had some nice hospital bills chalked up against them, amounting to about \$150.00. It seems as though some of these donkeys who call themselves Masters would get wise after a while and know that they can't do those things to men with representation. But, I suppose they figure some day they might hit a jackpot. After I told him two of these men had legitimate cases against the company, he changed his tune and paid off.

The good ship Golden Sword was in and it showed some of our boys just what conditions the Commissars were getting their members. The mess tables were butchered out of dunnage boards. The chill box hasn't been below 52 degrees since the Greeks let her go. And if more than one man got in the head at one time it would be impossible to purge some of the rotten grub they must have gotten. The fo'castles were crawling with vermin and looked more like a dump for refuse than a place for men to sleep in after standing a watch. The Second Mate was telling me what a big pay-off the Disciples of Curran sky had on their return from Africa and it sounded more like something an Ordinary Seaman pays off with on an S.I.U. coast-wise trip.

One of the tugs under contract to us had quite a brawl on its trip north. Seems as though there are some disrupters boring from within. The Coast Guard had to go out and get three men, two to jail and one to the hospital so every man in the organization who wants the better things in life will have to be on the lookout every minute.

Bud Ray,
Norfolk Patrolman

by they could, do away with the fireman and only carry combination fireman-watertender. When I found out that he was going to make this change here in Savannah, I informed the Master that we would not allow him to make the change here in Savannah and to immediately get in touch with his Company and to straighten it out with our headquarters in New York before we allow this change.

Two days later I had the S.S. Beatrice in here. The only beef on this ship seemed to be the feeding. The steward on this mud-scow must have loss of memory, 'cause the days of 1931-32-33 are gone now. Anytime he cannot get sufficient stores, all he has to do is notify the Agent or Patrolman and they will see to it that he gets the proper stores aboard.

He was feeding the boys bread he had bought in Puerto Rico. This stuff was so hard it looked like a dried out piece of rope. He informed me he was not allowed to buy fresh bread in

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Kingfisher's New Tragicomedy

JAM SESSION IN TAMPA: OR "PARTY LINE" BLUES

Tampa, Florida
July 28, 1941.

Editor, Seafarers Log
Brothers:

Business for the last fortnight or so has been good and bad. Bad to the extent that we have had to sail a few ships short handed. Every palmetto bush in this section of the state has been shook clean of sailors.

Last Wednesday the poppy was officially planted on the NMU's grave as far as the P&O S.S. Co. is concerned. Comrade Danny Moore was down officiating in their behalf along with the local stooge, Pete Sosa. Pete is now on the skids because poor Danny had been souped up so by him and his stooges into thinking they were going to win the election that he really took it to heart when his air-castle popped.

Danny Boy has already promised the local stooging helm to Roy Weaver, an oversize ape with a mug that has a striking resemblance to a cow's squash just after dropping a calf. However, sez Danny, "it'll take a couple months, but if you want to go to Savannah, you can go right up." So if Charlie goes out some morning to pick the milk off the porch and finds it soured, he'll know he's got another of Stalin's boys around.

But, oh boy, that ain't the half of it yet; just listen to this: After Comrade Dan has a day or so to think over really how bad he was beat, he lets his pants down and blows his cork in style. His heart's desire now is to close the SIU hall in Tampa (that's been tried by better heads than you, Danny Boy). Now, as it would cause me great pain to see a good party member like Danny suffer another defeat, I think it no more than fair that the boys around the ports be let in on his little program in order to give him a hand.

'Twas on a hot day not so long ago and the local comrades are in a jam session around the round table to plot the strategy for their next skull-duggery. Comrade Dan, who has been in deep

this port. After talking to the Skipper a few minutes, it was not long before they had fresh bread aboard.

Steady as she goes,
Charles Wald, Agent,
Savannah Branch

mediation for several days, pounds the table with a calculating gleam in his eye.

"Comrade," says he, "the next order of the day is to close the SIU hall here in Tampa."

Chorus: "Yes, Comrade Dan." "And," orates Danny, "the fact of our defeat in the P&O means very little to us. Why, if we had won the P&O, the SIU would have been able to maintain a hall because of Waterman and Bull."

Chorus: "Yes, Comrade Dan." (Sniffles and tears on the side.) "But," rants Daniel, "we shall go farther than that. We have suffered defeat and must have revenge."

Chorus: "Yes, Comrade Dan." "Comrades," smiles Dan, "your intelligence is insurpassable."

Chorus: "Yes, Comrade Dan." Comrade Sosa takes a bow.

"So," chants Danny, "we shall incorporate revenge with duty for the cause and make our victories much greater."

Chorus: "Yes, Comrade Dan." Comrade Dan: "Fellow workers, do you know what our revenge shall be?"

Chorus: "No, Comrade Dan." Comrade Dan: "Well spoken, Comrades, but shall I explain in detail?"

Chorus: "Yes, Comrade Dan." (Sosa takes another bow. Dan gets his face outa the water pitcher in time to acknowledge same.)

"We," sputters Dan, "will begin our revenge by taking the Mississippi fleet away from the SIU. (Applause.) In the meantime we will also be organizing the Waterman fleet and take the Pan Orleans and then the SIU will have to close up and go away."

Chorus: "Yes, Comrade Dan, and how will we do this?"

"Comrades," beams Dan. "Your intellectualism astounds me, you are right! We shall accomplish this by using our usual and time-honored method of boring from within. It will be simple. The SIU books are open; are they not?"

Chorus: "Yes, Comrade Dan."

"Then," roars Danny, "our fellow workers will go to the SIU halls, especially in New Orleans, get a book and ship on these ships. Once they are on the ships, they will start undermining the SIU in the many ways we have to sabotaging an organization."

Comrade Sosa: "But Comrade Moore, scattered out as we will be over the fleet, what if we can't (Continued on Page 4)

TO THE CREWS OF THE ISTHMIAN SHIPS:

Why Work Under Conditions Below the Union Standard?

Brothers:

Do you know that you are losing good money daily by not joining the Seafarers International Union?

Do you know that overtime provisions in the contracts held by the SIU with off-shore lines are the best in the industry? Do you know that the SIU, through the Union machinery, has obtained the overhauling of poor crew quarters on hundreds of ships and made them livable?

Do you know that the SIU pioneered in getting seamen higher bonuses on war zone runs and that we are now responsible for getting a conference called in Washington to consider boosting the present monthly bonus still higher up, to compensate for the risks taken by the men who go down to the sea in ships?

Do you know that in recent months the biggest deep-water freight fleets have voted to join the SIU—the Robin Line, the Calmar Line, the P & O, to mention just a few of the most important?

Talk to the men on these lines and they will tell you themselves what a big difference joining the Seafarers International Union has made in their wages and working conditions.

Look over our agreements! Judge for yourself what the advantages are, by comparing the provisions in the SIU agreements with your own working rules!

Join the parade of off-shore seamen to the banner of the militant SIU.

Here are six reasons why every Isthmian Line seaman should join the Seafarers International Union:

1. We have obtained the highest wages in the maritime industry.

2. The war bonuses received by S.I.U. men are the best that any Union has ever negotiated.

3. The living and working conditions are superior to those on any other ships.

4. Overtime pay on S.I.U. ships is the best on any coast.

5. The S.I.U. is a militant, democratic Union, controlled by the membership in the interests of the membership.

6. The S.I.U. is not dominated by the Communist Party clique or by any other clique—its record shows that the S.I.U.'s only concern is to fight for the interests of the rank and file seamen on the job.

Why be dominated by an anti-union Company?

Join your fellow-seamen in the forward march of unionism!

Join the Seafarers International Union TODAY!

Contact any branch of our organization!

Come up and see the proof for the statements made above!

See one of our organizers right away!

Immediately upon joining, you are entitled to all the benefits that an SIU member enjoys.

JOIN THE SIU TODAY!

Out Of The MAILBAG

More Money Due To the Crew of S. S. Jean Lafitte

July 28, 1941

Editor, Seafarers' Log

Please print the following:

As a result of the meeting with the Waterman Steamship Co. officials in Mobile, on Friday, July 25th regarding a dispute which came up on the S.S. Jean Lafitte at the time the ship was paid off the first part of July in Baltimore the men named below have the amount of money opposite their names coming to them at the Waterman Steamship Co. office, New York City.

At the time the vessel paid off, the captain paid the Deck Department for the overtime worked while discharging damaged cargo at sea as per the clause covering discharging ballast in the agreement. The crew contended that this cargo was not ballast and demanded to be paid at the long-shore rate of pay as per the agreement. This point we won, and as a result the amounts below are the differences between the rate of pay for discharging ballast and cargo.

- J. Cruz\$24.15
C. Danules 26.40
J. Kane 12.30
Robert M. Morton ... 14.10
J. Gillis 27.70
E. Nunez 12.65
A. Romininsky 18.70
L. Moreno 22.50
C. Padro 22.10
R. T. Salas 14.30

Fraternally yours,

M. D. Biggs, Gulf Dist. Rep.
[Ed. Note—This is in addition to Bonus Money due these men, which is listed elsewhere in the Log.]

JAM SESSION IN TAMPA

(Continued from Page 3)

accomplish this in a certain length of time?"

Comrade Dan: "Tush, tush, Comrade Pete, little wonder you are still a low ranking member. Why in a case like that, we shall concentrate on one ship and cause as much disruption as possible until we get the Union in hot water over something."

And so far, far on into the night these scum of the world, both in mind and body, went on plotting the way of their black hearts.

Fraternally, Kingfisher, Steely White, No. 56G

SUP VOTES ON STRIKE

(Continued from Page 1)

such dangerous war zones as the Red Sea, the Far East and Africa, while vessels under the Panamanian flag are known, in many instances, to ply South American trade in the main.

The strike balloting shows that in contrast to the ineffectual NMU officialdom—which lost many ships to the Panamanian flag through such transfers and confined itself to weak squawks in the Pie-let—the SUP means business. Unlike Curran and Co., the SUP intends to go the whole length of protecting its membership on this crucial issue.

Labor Fights H. R. 5111, A Bill To Suspend Sea Safety Laws

Amidst the frantic preparations for war, a bill has been introduced into Congress on the initiative of President Roosevelt, whose aim, in the alleged interest of "national defense," it is to

"waive compliance with any of the navigation and inspection laws of the United States to such extent and in such manner and upon such defense."

This bill has become known as

House Resolution 5111. Among the laws its enactment would suspend are the "Load Line Act" (see the Resolution on this subject elsewhere in this issue of the Log), "Inspection of Vessels," "Merchant Seamen," Sanitation and Quarters," etc., etc.

If H.R. 5111 becomes law, such measures as the safety provisions, requirements of life-saving appliances, manning scales, the 8-Hour Day, and the three-watch system can be suspended without any further ado.

To be sure, the bill's supporters claim that suspensions of present laws would apply only to a given vessel, only to a single trip, as made necessary by what the government official at hand thinks is vital to "national defense." But, in the course of a "national emergency" such instances are automatically multiplied a hundred-fold and in the course of such procedure, the laws are invalidated in general.

If H.R. 5111 were to pass in its present form, there is no doubt

that almost every progressive piece of legislation that maritime labor has fought for throughout the years would stand in danger of being wiped out. Improvement of conditions on the ships would be discarded under the pretext of legality, and Union agreements affecting them would be practically invalidated.

Aside from the anti-Union possibilities inherent in such a bill, there is the matter of safety at sea in general. Safety provisions have not been what they ought to be even in peace time. With constant warfare in progress on the high seas, the restriction of safety provisions is not only dangerous but downright suicidal. The last measure of protection against attack, shipwreck or torpedoing—safe recourse to life-saving appliance, life boats, etc.—would be left unguaranteed. Lives of seamen as well as passengers would be endangered by lack of regulation on part of the authorities themselves.

RESOLUTION ON OVERLOADING

WHEREAS, the load line, or insurance mark on merchant vessels is a development of the former Plimsoll Mark established by Samuel Plimsoll in the effort to prevent hazards to the lives of seamen in the overloading of vessels, and

WHEREAS, it was a practice during the nineteenth century of the shipowners to unscrupulously overload merchant vessels in order to collect insurance monies, and

WHEREAS, this caused a scandalous loss of seamen's lives for many years and was vigorously protested by seamen's unions of many nations, which brought about the Plimsoll Mark (a safety measure regarding the carrying capacity of ships), and

WHEREAS, the Maritime Commission recently raised the Plimsoll Mark on tankers above what has previously been considered safe, and

WHEREAS, this action may bring about a similar revision of the Plimsoll Mark on other merchant vessels, thereby bringing back the hazards which seamen fought so hard to eliminate, therefore be it

RESOLVED, That the S.I.U. of N.A. go on record as being opposed to the change already in effect on oil tankers, and be it finally

RESOLVED, That we also go on record as being opposed to any possible subsequent change in the Plimsoll Mark on merchant vessels if such change is made without the seamen having a voice in the matter.

Submitted by: Sam Shatkovnik, No. 6337
Arthur Thompson, No. 2888
Jess D. Adler, No. 3518
H. L. Houghton, No. 571

(Passed unanimously at N. Y. Branch Meeting, July 28, 1941)

WAR BONUS CONFERENCE MEETS IN WASHINGTON THIS WEEK

(Continued from Page 1)

When the White House issued its ultimatum to sail these ships or else, the S.I.U. in self-protection complied with the ultimatum, but not before receiving assurance that a Bonus conference in Washington would be called, with all Unions participating, to settle the issue.

The S.I.U. record for militancy in the improvement of conditions and for solidarity with all the seafaring men in other maritime labor organizations is an open book.

It is up to the seamen in every organization to be on guard and see to it that the solidarity of the men who go down to sea in ships is not broken by any shipowner or Maritime Commission maneuver.

Divide and rule—that has always been the method of oppressors of labor.

Maritime labor must not be divided on the crucial question of the war bonus.

United we will win an adequate war bonus. Divided, all the seamen are bound to lose.

Seafarers' Log Honor Roll

Table with 2 columns: Name and Amount. Includes W. LeBon (\$1.00), E. Ashton (2.00), J. McCoy (1.00), C. Underwood (2.00), S.S. DEL RIO Deck Dept. (5.50), L. Midgette (2.00), S.S. ALAMAR (3.50), S.S. PIPESTONE COUNTY (6.13), A. Irizarry (1.00), Ed. Lynch (1.00), S.S. MADISON Engine and Steward Depts. (5.35), Deck Dept. (2.50), W. Merrell (1.00), C. Fitzgerald (1.00), J. Rooney (1.00), W. Flaherty (2.00), S.S. ALCOA RAMBLER (11.00), S.S. ROBIN ADAIR (25.00), S.S. ALCOA PATHFINDER (10.60), S.S. ALCOA PARTNER (6.29), A. E. Swenson (1.00), G. W. Hallenbeck (1.00), S.S. SUNDANCE (18.50), Henry Hermes (4.00), Total (\$119.37)