

NEW BEDFORD SEAMEN BACK DEMANDS WITH 4-DAY STRIKE

MANNING SCALE HEARINGS

All Vessels Short-Handed, Unions Tell Commission; Danger to Safety Seen

Hearings on the question of manning scales for subsidized vessels have been held by the Maritime Commission in San Francisco, New Orleans and New York during the past week. At each port representatives of the seamen offered an abundance of evidence that American merchant ships have been woefully understaffed. Particularly stressed was the fact that the type of ship which used to carry eight A.B.'s nowadays only carries five or at most six seamen of that qualification. Union representatives called the undermanning of vessels by the shipowners a short-sighted policy and detrimental to safety at sea.

At San Francisco, Acting President Harry Lundberg of the S.I.U. appeared at the hearings, speaking for seamen on that coast. We publish below excerpts of his testimony given before the Maritime Commission on July 23, 1940. The facts presented are of vital interest to seafarers everywhere.

(Continued on page 4)

WARNING TO DISRUPTERS!

It has been called to our attention that certain members, disregarding the expressed will of the membership, have taken it upon themselves to mislead crews into actions detrimental to the union as a whole. As a warning against such phony acts and for the purpose of putting all S.I.U. seamen on guard against them, we reprint below the RESOLUTION on this subject adopted by the Atlanta Agents Conference:

RESOLUTION

Adopted by Atlantic and Gulf District Agents Conference, June 6-9, Atlanta, Georgia.

WHEREAS: Certain conditions have arisen on account of the European war which have virtually placed this country on an emergency status, and

WHEREAS: Hostile shipowners in conjunction with various anti-union men on government bureaus are trying to destroy our unions, and

WHEREAS: Saboteurs may have crept into our ranks with the specific purpose of disrupting our organization, be it therefore

RESOLVED: That we go on record instituting the following measures in conformity with our constitution and for the benefit of the membership as a whole:

1. In ships and companies where our organization has an agreement, no direct action to tie up a ship shall be taken either by an individual crew, by an individual official of the union or by an individual branch before contacting district headquarters thru the secretary-treasurer.
2. The headquarters shall have the final say before a ship is tied up and they shall at all times be guided by the constitution, which in the final analysis, is the law of the membership as a whole.
3. No action shall be taken by the Atlantic District to tie up a ship with an agreement with the Gulf District and vice versa, until the respective districts where the ship belongs has been contacted, and be it finally

RESOLVED: That anyone that breaks these rules shall be made to answer to the membership.

FLASH!

Attempts by the NMU officials to put over scabby coastwise agreements without any effort at all to get an increase in overtime, have caused a stiffening of shipowner resistance. They have provided one more obstacle for S.I.U. negotiators to hurdle, in order to get a 10 cents boost in hourly overtime pay—and bonuses—with the SEAS SHIPPING COMPANY.

NEWS FROM

Headquarters

(Atlantic District)
Seatrains Texas Reports
Manning Scale Hearing
NEW YORK

S.S. Seatrain Texas

The S.S. SEATRIN TEXAS blew into town this week. All's going well there, the boys say. We are reliably informed that the crew is organizing a baseball team to take on local competition in the Lone Star State.

Dispatcher's Reports

At the last meeting, on July 29, Dispatcher Goulding reported shipping 33 men, with 14 men registered and a total of 30 men now on the shipping list.

Dispatcher Gonsarchik reported shipping 127 men, with 82 men registered and a total of 123 men now on the shipping list.

Manning Scale Hearings

Hearings on minimum manning scales for government and subsidized vessels are being held by the Maritime Commission in New York this week. Unions representing the unlicensed personnel are presenting the case for the seamen. Evidence has been presented by the latter to prove that most American passenger and freight ships are sailing undermanned.

Union representatives stated that the new C-2 and C-3 ships, being built by the Maritime Commission, are carrying nearly twice as many derricks as the old Hog Island type vessels and yet are carrying only six A.B.'s as against eight on the older type ships. The Unions are calling for twelve A.B.'s on these vessels.

(See Lundberg's testimony on the Manning Scales elsewhere in this issue.)

Ships Tied Up When NESSCO Said "No Dice" to S.I.U. Request for 10-10 Increases

Company Agrees to Talk Terms With Union After Militant Picketing, Intervention by Governor

Taking the operators completely by surprise, 260 S.I.U. men manning the ships of the New Bedford, Martha's Vineyard and Nantucket Steamboat Line, hit the bricks on Saturday morning, July 27, in support of the union's demand for the 10-10 from the New England Steamship Company. The New Bedford Line operates four boats between the mainland and the islands of Nantucket and Martha's Vineyard.

Deadline Set

Negotiations for increases similar to those obtained from other coastwise companies had been handled for the Seafarers International Union by John Hawk, Secretary-Treasurer of the Atlantic District; John Mogan, Boston agent, and John Manchester, Providence agent.

The company had been notified of the request to amend the agreement in good time, but failed to respond satisfactorily. Finally, after several flat refusals of concessions, the union's negotiators notified the operators on Friday, July 26 that a deadline for strike action to reinforce the demands had been set for 6:30 the next morning.

Company Ruses

Realizing that the union meant business, the shipowners attempted to get a postponement of the deadline. But the seamen's representatives had already seen enough of the stalling tactics of the company to concede to this request without definite commitments by the company.

For weeks before, the operators of the NESSCO had been using all kinds of ruses and subterfuges to intimidate the men on the ships and sow dissension among them. Company stooges were planted among the crew to plead poverty for the shipowners, wringing their hands and tearing their hair in an effort to convince the crews that the NESSCO was practically losing its shirt. To no avail. During the week preceding the action, the crews voted by secret ballot to authorize strike action.

Then the operators pulled another card from the deck: Company cops were stationed all along the wharves and on board ship, so that even the passengers began to feel the intimidation in the air. The company thought the situation was well in hand. But . . .

Strike 100% Solid
Promptly at 6:30 A.M. on Sat.

urday, July 27, the crew of the S.S. Martha's Vineyard hit the docks at New Bedford. Picket lines were formed at once. Then one by one, as each of the three other vessels of the line pulled into port, the deck and engine departments of the S.S. Naushon, the S.S. Nantucket and the S.S. New Bedford joined the picket lines in a body. IN SPITE OF ALL OF THE CLEVER TRICKS AND COUNTLESS MANEUVERS OF THE SHIPOWNERS, THE STRIKE WAS 100 PER CENT EFFECTIVE.

Backed by Labor

A special meeting of the strikers was called at once by Brother Hawk and a Strike Committee was elected. The International Longshoremen's Association offered the committee the use of its hall for the strike's duration. After listening to Bro. Hawk, the New Bedford Central Trades and Labor Council voted full support of the S.I.U. No longshoreman, no teamster would pass that picket line.

"Public Pressure" on Tap

Immediately after news of the strike began to spread, the shipowners, unsuccessful with their company stooges in attempting to dissuade the men from action and unable for all of their horde of cops to threaten the union with strike-breaking tactics, began to tap another source of intimidation: The strike had not been on for more than a few hours when spurious telegrams from the "public" began to pour into strike headquarters!

ONE SUCH TELEGRAM WAS SENT TO THE STRIKERS IN CARE OF THE NEW BEDFORD CHIEF OF POLICE! It was dated 2 P.M. on Saturday, hardly eight hours after the strike had begun! But already there was fuming and frothing in the name of the "people" that the signers would "make public" (?) the name of the union if it refused to accede to a demand to call the strike off at once. The telegram was signed "Irving A. Soverino,

(Continued on Page 3)

Published by the
**Seafarers' International Union
of North America**

Affiliated with the American Federation of Labor

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Philadelphia 6 North 6th Street
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Norfolk 60 Commercial Place
San Juan, Puerto Rico 8 Covadonga Street

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Jacksonville 136 Bay Street
Tampa 206 South Franklin Street
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Texas City 105 - 4th Street N.

**Great Lakes District
HEADQUARTERS**

Detroit 1038 Third Street

ADDRESS ALL CORRESPONDENCE CONCERNING THIS PUBLICATION TO:

"THE SEAFARERS' LOG"

P. O. Box 522, Church St. Annex, New York, N. Y.

**"Silence Is the Better
Part of Wisdom"**

SILENCE is the better part of wisdom—that seems to be the Pile-it's feeling lately about the attempted \$2.50 sell-out.

We have turned the pages in issue after issue of the rag for the past four weeks. But there's narry a line in it on the subject. Nothing to explain why the NMU Negotiating Committee tried to put across the measly \$2.50 on the membership. Nor why it persisted in the attempt even while the S.I.U. was signing with one coastwise company after another for \$10 monthly increases and 10 cents per hour increases in overtime? Nor, how come that even his own operators—who, Curran and his stooges claimed, would go broke if they granted any increases at all, let alone the \$2.50—finally tossed the NMU \$2.50 more than the "Negotiating Committee" itself had asked for?

Nothing but silence on this touchy subject in the Pile-it. Not a word concerning coastwise negotiations in the whole five days of blah-blah gushed forth at the recent meeting of the NMU's "National Council."

And for good cause: No amount of high-powered blab can explain away the fact that the S.I.U. showed up the attempted sell-out in action.

The NMU membership cannot be made to forget the fact that the S.I.U.'s successful negotiations for the \$10 was what got them an unexpected \$5 increase too.

The NMU rank and file can't be kidded out of asking: How come the S.I.U. has obtained a 10 cents per hour increase in overtime pay on the coastwise ships, when we (the NMU) haven't even got it on the off-shore.

The S.I.U.'s achievements in the coastwise negotiations are solid facts. Facts are stubborn things. Facts are hard to argue against.

Curran Calls for Help!

Joe Curran sent a letter to the shipowners urging them to support the NMU in opposing the amendment of the Wagner act. He said:

"You are aware of the chaos that existed in the shipping industry before the passage of the Wagner act and the formation of the National Maritime Union. Certain elements among the shipowners were constantly precipitating job actions on the part of the seamen by the simple (!) process of attacking their conditions and job security, certain elements in our union (long since cleaned out) provoking these job actions.

"As part of your contribution to the national defense, we urge that you join with us in opposing the Smith amendments."

The tears just roll down Curran's face at the thought of the hardship worked on the shipowners by the "job actions" which the shipowners "precipitated" by the simple process of attacking the conditions and job security of the seamen; "before" the formation of the National Maritime Union. If these job actions were "precipitated" by the shipowners "before the formation of the NMU," then how was it possible for "certain elements in our (NMU) union (long since cleaned out) provoking these job actions?" Which is it Joe?

What an elevating sight to see the "powerful NMU" appealing to the shipowners to save the union! What an outfit!

OUT OF THE MAILBAG

**S.S. Birmingham
Reports Good
Results on Beef**

July 26, 1940
At Sea

Editor, Seafarers' Log

Dear Brother:

Militant action aboard the S.S. BIRMINGHAM has brought the ship a long way toward top standards. From one of the wackiest waggons in the coast trade, she has been turned into one of the best.

Up to a few weeks ago the deck department was sleeping forward in a foc'sle, reminiscent of Clipper Ship days. On sailing days the deck would be cluttered up with mates (all of them) giving contradictory orders to everyone in sight. The food was notable mainly for its absence of green vegetables and fruits in season.

A committee visited the company's offices in N. Y. with instructions to get those things changed or else, and came back with the bacon. After almost two hours of argument, we won our point.

The crew is now sleeping aft, two men in a room. The food has improved and orders are given through the bos'n.

There are still plenty of things to be changed, but with the results so far everyone can see, these can be taken care of in the near future, if we keep up the good work. Such things as a sanitary drinking fountain for the crew, a blackboard for the course in the wheelhouse are on the next order of business along with payment on arrival at sea, instead of during noon hour.

We are circulating a donation list among the crew for the Seafarers' Log, and we wish to take this opportunity to thank the N. Y. office for its timely, prompt, and effective cooperation during these actions.

For the Deck Department,
J. H. Copenhaver, No. 6145,
Recording Sec'y.

**"Please, Mr. Boss,
Won't You Kick
Us in the Pants?"**

As onery a critter as we know is the species known as the company stooge. This bird usually does its dirty work in the dark, like the ground-mole. Recently, however, we have discovered a new breed. This one comes out of its hole and even boasts about its "oneriness!" Thus we read in the papers:

"CHICAGO, July 31 (UP)—Almost three months ago the Martin Auto Parts Co. paid \$13,141 in overtime allowances to ninety-three employees on an order from the Federal Wages and Hours Administration.

"Ten of the employees appealed from that order. (1)

"After ten weeks' deliberation, Alex Elson, wages and hours division attorney, ruled that those ten legally may return to the company \$2,686 awarded to them.

"One of the ten is quoted as explaining:

"The company has done us favors and we wanted to do one in return."

Will someone get the Jit?

THREE MUSKETEERS GIVE

**Words of Advice to the
Big-Hearted Shipowners**

Philadelphia, July 29, 1940.

It seems that the shipowners are always down in Washington, trying to add to the welfare of the union. In the so-called beneficial legislation that they are trying to have enacted in favor of the union, one criterion of their heart-rending efforts is the so-called Compensation Bill that is supposed to help the seamen and protect them.

How many of us stop to realize that? Can you beat it—all the representatives of the shipowners going down to Washington and begging the government to do right by the seamen!

Now, boys, isn't that just ducky. Just think, your potential enemies are professing their undying love for you. Where is your gratitude, men?

Just the same, we would like to know a few more things before prostrating ourselves with gratitude. For instance: How many of these champions of the seamen's welfare went to Washington to beg the government for the Three Watch System? For the Eight Hour Day? For clean, dry foc'sles? For clean, wholesome food? For the right of seamen to organize? For the abolition of crimps? For the riddance of the Shanghai Artist? For doing away with conditions where seamen were practically forced to the piece-off system for their jobs, with the old phoney boarding house rackets, the blue linens (and very little of the same), old tin plates and agate war, and lord knows how many other things too numerous to mention here?

Well, you know how many. But they all have the guts to go down to Washington and claim that they would like to see this "Compensation" legislation go through, as they want to see the seamen be protected. Oh, boy, ain't that sump'n! It really grieves us to think that we have

misjudged our Good Samaritan shipowner friends all these years.

Well, that's the curse of being a seaman, uneducated and all that stuff. Woo, woo!

We think that the shipowners and their stooges would do well to leave the seamen protect themselves. If they really MUST—lest their poor hearts break—lend us a hand, they might begin with starting to remedy some of the evils rampant today, such as: improper food in the tropical runs; storing a vessel with green vegetables to run to the W.C. and half of them rotting before they reach the Panama Canal, when they could store up enough to reach there and purchase fresh stuff on their arrival in the Canal; the same with the meat supply and with fruit and other perishable foods.

Just think, storing "fresh" fruit and vegetables from Philly to Pedro! One day the chill box is 38 or 40, the next day it is 56 or over. There is no fruit or vegetable that will stand that kind of treatment.

Of course, this is only one of the evils that the shipowners could remedy. But it is of the utmost importance. For, when a man's belly is full, he is in a better position to handle other evils with a clearer mind.

Well, guess we've said enough for this time. So, until next time, we remain as before,

Fraternally,

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

NOTICE

T. Lane, No. 4243—Get in touch with your wife. Your son is very sick.

Honor Roll

S.S. BOSTON (Deck Dept.)	\$10.45
S. S. ANGELINA	5.15
S.S. CALMAR	
James Deidrick	1.00
Pat Masterson	1.00
C. B. Collins	1.00
Chester Jakowski	1.00
Wm. Zimmer	1.00
J. Vesta	1.00
Fred Kyler	1.00
S.S. BIRMINGHAM	18.10
S.S. SEATRAN TEXAS	10.00
S.S. SEATRAN NEW JERSEY	1.75
S.S. COLLABEE (Crew)	2.50
George Nutting	1.00
Thomase Tooma	3.00
Virgil Sandberg	1.00
Walter Perkins	.50
Wm. B. Muekroy	.50
B. G. Montgomery	1.00
Total	\$64.45

LIST OF DONATIONS TO SEAFARERS' LOG

S. S. SACCARAPPA: Mayer, A., 1.00; Sech, B., .50; Mitchell, L., .50; Keyes, L. (SUP), .50; Collins, E., .50; Brown, C., .25; Ricketts, C., 1.00; Whitley, D., .25; Forsman, A., .50; Kimball, C., .50; Welborn, N., 1.00; Hirah, B., .50; Theiss, S., .25; Howard, T., .25; Davis, E., .50	Total	\$8.50
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What's Doing —

Around The Ports

TEXAS CITY

July 27, 1940.

Editor, Seafarers' Log
Dear Sir and Brother:

To start off this week, I've news that will warm the heart of an Editor. The sulphur scow S.S. FRANCIS SALMON came bouncing into the slip, and the first thing I heard was, "We have taken a donation to the Log, give us a receipt for \$9.00."

Not so bad. As we pointed out at the agents' conference, the members realize the need of a paper to combat the rantings of the Commies and will support it without any high pressure salesmanship being exerted by the partolmen.

One W. E. Mosely came bouncing into the hall last week and stated that he had lost his book. Asked if he was the member that was pulled off in Jacksonville, he denied it. So, as every member has the right of another, I put his name on the permit list and wrote to New York on the gent. I received a most emphatic letter, which took two pages to list this guy's "errors."

He left here two days before the letter from New York arrived, and since then he has been hanging around the turning basin in Houston, trying to ship out with the tankers. So, if he turns up on another ship anywhere, ask him to come back here. Some of the boys want to play.

What price for a NMU \$1.00 book, now that the new regulations are going into effect on the tankers? If the boys are willing to take some advice, I'd suggest that the ante be raised to three bucks (one for the Union; two to buy a cushion for the gullible sucker that takes the \$1.00 book to rest on till he ships through a NMU hall). They might even buy a few looms ala Gandhi, to renew the seat of their pants while they wait.

Shipping has slowed down some here at present, but the Phila. Navy will come groaning in next week, so things should pick up. Shipped an oiler to Brownsville the other night for the S.S. PAN KRAFT. She is leaving there for the Far East, so don't know how come the ship's short.

On the Del Alba in Houston the other day, found the Steward having his messboys hitting the dock to pack stores aboard. Also found the crew squawking about the chow. Cooked O. K., just no variety. Talked to Steward and notified New Orleans. So this gent should be squared away before she leaves for the South.

Why, oh why, do those guys who didn't have the guts to beef for their own betterment—who have got everything through the action of others—now, that they are fixed up in good shape, not respect and try to work with those who made theirs possible? They should be able to remember what the companies thought of them during the depression era. I can't remember any of these company stooges getting any thanks for robbing the bellies of the seamen, ehelsing on the bedding, etc. But now that they are making enough to live like men, there are still enough of them left to overshadow the majority of stewards who

take care of the crew first and the rest after.

The Pile-It seems to be getting scarce around here. Haven't got one for the last few weeks. How the hell are the Commies going to keep the boys in line if they slack off on the baloney rag. Or are they getting wise to themselves.

A. W. Armstrong.

NEW ORLEANS

July 25, 1940.

Editor, Seafarers' Log
Dear Sir and Brother:

Shipping for the past week was very good in all departments.

Shipped a full SUP crew for the S.S. NARCISSUS. Cleaned up the beach for SUP men. Only two SUP men are now registered here on the list.

The S.S. PAN KRAFT came in last week and changed from Coastwise to Far East. Shipped about 20 men on her. The PAN GULF came in yesterday and is also going Far East. Shipped 10 men on her so far. Expect to ship more before she sails.

The S.S. WACASTA signs on Friday for the Far East. Shipped quite a few men on her also.

Plenty of jobs around here for men who want to go out East.

Shipped 10 Permit Card men last few days.

Fraternally yours,

C. J. Stephens, Dispatcher.

July 30, 1940.

The Seafarers' Log

Dears Sirs and Brothers:

Shipping for the past week was fair. Shipped 22 Deck, 10 Engine, 11 Steward Dept., 10 Extras, six Reliefs, two SUP. Total 61. 31 registered.

We had quite a few beefs with different ships hitting this port. It looks as if the men wait and bring their beefs to New Orleans for action, at least it looks that way, anyway; but we can still go on, and they are straightened out before departing from this port. But we surely don't go for phony beefs.

The S.S. William Salman arrived a couple of days ago with a few beefs, which were settled to the crew's satisfaction, with new springs and bunks and ventilators on poop-deck.

The Narcissus left here a few days ago with a full West Coast crew, headed for Mobile. The Captain made a slip-up and did not want to sign the men on articles or any other form of pay roll until they arrived in Mobile; so the Commissioner upheld the crew, stated the Old Man violated the law by not signing on in New Orleans. Therefore the crew all quit in Mobile.

Furthermore, the crew could have pressed charges against the Captain for leaving this port without signing any kind of articles at all or payrolls, but they would not press any charges. They tried to get a rider back to the Gulf, but the Skipper said no smoke. So the men are now back in New Orleans.

Things are going on smooth in this port.

C. Rogers, Deck Pat.

JACKSONVILLE

July 26, 1940

Seafarers' Log

Dear Sir and Brother:

Everything is quiet on the southeastern front, with a couple of Bull Line ships due in here the later part of the week. This port reminds me of a ghost town, since the fruit season went out of existence.

It is getting so that the few ships that do come in here once in a while have no beefs. I don't like that at all. I like to have a few beefs once in a while because you begin to get stale if you don't.

There are 14 members registered on the three shipping lists at present. That's all for this week.

Steady as she goes.

Fred Lauritano.

PUERTO RICO

Editor, Seafarers' Log:

Re: the recent balloting being conducting up and down the Coast.

A balloting booth was constructed for the purpose of having a secret ballot. A couple of members and the agent went through great pains and work constructing it, but nobody ever used it.

It was impossible to get five full book members to act as a balloting committee. The members down here either have sick mothers or brothers, or they are sick themselves. The members on the ships when they arrive here make a draw and go out and have a good time.

There never was anybody around to go on the committee. (I wish to thank the members for their willingness to come around and volunteer to go on the Balloting Committee.)

Shipping has been pretty fair here in San Juan. Most of the Rum Testers have been shipped out, and the hall is pretty quiet now. Had to ship two permit men last week (ordinary seamen at that).

Fraternally yours,

D. Butts, Agent.

TEARS UP HIS NMU BOOK

July 21, 1940

To the Delegate,

Seafarers' International Union

I, Richard E. Tunison, in the presence of witnesses do renounce all connections and sever my relationship and rights to membership in the Seafarers' International Union; denounce its policies as unfair to me and union men in general. As evidence of same, I hereby destroy my book which entitled me to membership in National Maritime Union.

(signed)

Richard Eugene Tunison.
Witnesses: (signed) John P. Doyle, 6070; Dominic Gian-grasso, G. 8; Alvin Spiney, G. 65; Norman Molvar, A. 97.
(From S.S. West Kyska.)

MORE ABOUT:

New Bedford Seamen Back Demands With Four-Day Strike

(Continued from Page 1)
Chairman of Selectmen, Nantucket, Mass."

All But Call for Marines

Another telegram—sent to the regular officers of the S.I.U. this time, without benefit of the Police Chief's services—arrived the next day from the Nantucket Chamber of Commerce, screaming that "the present strike not only is causing immeasurable inconvenience to upward of twenty thousand persons on the islands, but also constituted a THREAT TO THE PUBLIC HEALTH AND PUBLIC SAFETY OF ALL THE ISLAND COMMUNITIES."

In hair-raising language, these "impartial" representatives of the people warned that continuance of the strike would "sap the lifeblood of whole communities of innocent and hard-working people." The whole machinery of "public pressure" was on full blast!

Rising "Figures" . . . or Tempers.

The figure of those allegedly affected continued to climb from day to day. On Sunday, the Chamber of Commerce claimed it was 20,000. On Monday, the BOSTON TRAVELER boosted it to 45,000. By Tuesday, Governor Saltonstall entered the situation. He claimed that no less than 90,000 persons were affected!

A whole battery of state and federal mediators, conciliators and arbitrators flocked to the scene from the first hour of the strike, to add their pressure.

Governor Issues Ultimatum

Finally, on Monday, the Governor, after calling a conference between union and company representatives, issued an "ultimatum" demanding that all officials involved remain in continual conference at the State House in Boston until an agreement concluding the strike had been reached. Both sides agreed to notify the governor before leaving.

The negotiators continued in session from 10 A.M. on Monday until 3 A.M. the next morning. Finally, the company, represented among others by Vice Presidents Frank J. Wall and Robert L. Pearson of the New Haven R.R., operators of the NESSCO, after having constantly said "no dice" to the union, buckled under and agreed to arbitrate the demands, if the strikers followed suit.

Agreement Reached

After withstanding the tremendous pressure from all sides for four days, the S.I.U. representatives, anxious not to jeopardize the closed shop contract in force with the NESSCO, likewise agreed, following some arguments back and forth regarding the composition of the Board which is to have final say. The latter is to be composed of one union representative, one representative of the line and General Cole, Chairman of the Massachusetts Board of Conciliation and Arbitration.

Provisions of Settlement

Included in the agreement which settled the strike are the following provisions:

(1) ALL men on strike are to be reinstated to their former positions WITHOUT DISCRIMINATION, with the closed shop contract is to remain in force for another year.

(2) The board is to settle on

BALTIMORE

VIEWS and NEWS

Important Decision!

Of importance to all seamen is the decision handed down by a Federal Judge in the United States District Court in the case of a brother member against the Hawaiian Steamship Company. The member had joined the ship on the West Coast and was forced to quit her at Savannah and enter the Marine Hospital there for treatment for a swollen knee, allegedly brought on by a rheumatic condition. The company paid the member off in Savannah and the brother, represented by Lawyer Sol Berenholtz, sued the company for full wages to the ending of the inter-coastal articles and return transportation to the Coast. It was the company's claim that since the member's sickness was due to something he had before he joined the ship, they were not liable. However, the Court thought otherwise, pointing out in their decision "the practical inconvenience and the attendant danger to seamen in the application of a rule which would encourage the attempt by master or owner to determine in advance of any maintenance and cure, whether the illness was caused by the employment are manifest."

Second Point

On the second Point the court ruled: "The seaman is entitled to be transported free of charge back to the port where he originally signed on, provided he makes the demand for such transportation within a reasonable time after he has recovered his health, and provided also that at the time he makes his demand he has not assumed a position which is directly contradictory to his asserted desire to seek employment at that port." As this is the first decision of this kind and one which will undoubtedly be used as a precedent in other similar cases, members should make due note of it.

Rest in Peace

Ship's Delegate Bud Ray of the S.S. Coelleda has notified the branch of the death by drowning of Brother Joseph Masztak, No. 2555, while the ship was lying at Georgetown, British Guiana. Brother Masztak was a good union brother and well known along this waterfront. The branch regrets his passing.

W. H. Elkins, Agent

the following union demands:
a) an upward adjustment in the monthly rates of watchman and quartermaster; b) an increase of \$10 in the monthly rates; c) an extra day's pay for time worked on holidays; d) an increase in the overtime rate from 70 to 80 cents per hour.

The Board is to begin deliberations within fifteen days. Its decisions are to be RETROACTIVE as of the day the strike was ended, July 30.

Strikers Showed Fighting Spirit

Once again the S.I.U. fighting spirit made itself felt. The militant men of the New Bedford line proved to John Shipowner that they act as one when the union calls. Once again, the S.I.U. proved that it was an organization dedicated to action, that it backs up words with deeds!

COMPENSATION BILL

Hearings Rushed to Close Without Seamen's Answer

S.U.P. Brief Discloses Phoney Provisions In Bill Supported by Shipowners' Stooges

WASHINGTON, D.C.—After listening to reams upon reams of shipowner-inspired testimony from corporation lawyers, "expert" professors and "impartial" sky-pilots favoring extension of the Longshoremen and Harbor Workers Compensation Act to seamen, Senator John A. Overton's sub-committee of the Committee on Commerce rushed hearings to a close without affording the assembled representatives of the seamen's unions an opportunity for rebuttal.

The unions have been opposing the Bill under discussion (H.R. 6881) as a measure that will sharply curtail benefits enjoyed by seamen under the present law. The suddenly turned kind-hearted operators and their stooges have been sponsoring it with unprecedented vigor as "beneficial" to the men who man the ships.

Members of the S.I.U. must be on guard to take further action against any attempt to jam this Greek gift to seamen through the Senate. Similar bills were introduced last year and were side-tracked after strenuous Union protests. At that time, the SUP presented a brief which presents the matter in a nut-shell. The brief follows herewith:

Union Brief Setting Forth Objections to Bill

For a period of many years, Congress through the earnest representation of seafaring organizations has set up various laws for the protection of seamen.

Under the general maritime law now in effect the seamen are entitled to what is known as maintenance and cure. By this it is meant that if a seaman becomes ill or is injured in the service of his ship, he can obtain medical service, including hospitalization. In addition, a seaman is entitled to recover maintenance while outside of the hospital until his physical condition becomes fixed. Maintenance while outside of the hospital has been paid at nothing less than \$2.00 per day.

Absolute Liabilities

If the seaman happens to be on ship's article, he is also entitled to his wages until the end of the voyage. These are absolute liabilities upon the vessel, irrespective of any question of negligence.

In addition to this if the seaman is injured due to the negligence of the shipowner, the master or any other officer or through the negligence of a fellow worker, he is entitled to not alone maintenance and cure but also to a claim of damage by reason of negligent conduct of the vessel's owner.

The claim of damage would include besides maintenance and cure the full amount of wages lost, payment for permanent disability and for pain and suffering.

What can a seaman gain by a

COMPENSATION LAW TABLES

Table with 2 columns: Injury type and compensation amount. Includes rows for Arm lost, Leg lost, Hand lost, Foot lost, Eye lost, Thumb lost, First finger lost, Great toe lost, Second finger lost, Third finger lost, Toe, other than great toe lost, Fourth finger lost, Loss of hearing, 1 ear, 51 weeks, Loss of hearing, both ears, 200 weeks.

This is the approximate compensation allowed for these injuries under the Longshoremen & Harbor Workers' Compensation Act.

When a seaman loses an arm, leg, foot, hand, eye, or loses the hearing of one ear, he is FINISHED as far as going to sea is concerned. He will be unable to pass the RIGID physical examination that now exists for seamen. How much of a chance would a crippled seaman have for getting work ashore? Very little, if any at all!

So it comes down to this: That after a seaman is crippled up and

compensation act that he has not now? Nothing! He'll stand to lose a lot.

Under the prevailing Compensation Act he would be limited to recovery of compensation only for the actual time that a politically appointed compensation commissioner, in his opinion, found the seaman was actually disabled.

Present Maximum

Under the present compensation laws called the Longshoremen & Harbor Workers' Act, all a man can recover for total disability is \$7,500. This is the maximum set by law. Total disability means that a man is physically unfit to do any kind of work for the rest of his life. How long can a man who is a physical wreck live on \$7,500? It is fair to assume that after a period of five years this man will be a burden upon society and will depend on charity in order to live the rest of his life. What a future for a man, who, say, for instance, was totally disabled at the age of 25.

If a man is permanently partially disabled, according to the present Compensation Act, he is entitled to two thirds of his weekly wages for a stipulated length of time, depending upon the injury. So, according to the compensation law, the seamen who are now paid \$72.50 per month in wages would receive two-thirds of that, approximately \$48.50 per month—or \$12 per week for the following injuries:

Table with 2 columns: Injury type and compensation amount. Includes rows for Arm lost, Leg lost, Hand lost, Foot lost, Eye lost, Thumb lost, First finger lost, Great toe lost, Second finger lost, Third finger lost, Toe, other than great toe lost, Fourth finger lost, Loss of hearing, 1 ear, 51 weeks, Loss of hearing, both ears, 200 weeks.

becomes useless, he will be paid off with a couple of thousand dollars, to be a burden on society and depend on charity for the rest of his life. That is the PAY OFF for seamen; after giving their lives and limbs for the benefit of making profits for ship owners.

It is the firm opinion of the membership of the SAILORS UNION OF THE PACIFIC and of the AMERICAN SEAMEN AS A WHOLE which is borne out by facts, that the seamen have nothing to gain by a compensation act, but have everything to lose. The American seamen as a

SHIPPING NEWS

Another Fink Training Ship

The Maritime Commission has announced the establishment of another "station" to train finks. Its location is to be Hueneme, near Oxnard, California. The S.S. AMERICAN SAILOR is being converted at the Bethlehem plant in Baltimore for service in the Commission's fink-training program. The Hueneme station is to start operations in January, 1941. It will bear watching for phoney moves.

Poor, Starving Shipowners

Every time seamen ask for a wage raise, they are confronted by the heart-rending, hard-luck stories of the operators. What are the facts? Here is something that will give you an inkling:

"Gross earnings of American vessels engaged in overseas passenger traffic in 1939 were approximately \$42,000,000, an INCREASE of \$5,000,000 over earnings in 1938. It was reported by Dr. Amos E. Taylor, Chief of the finance division, Department of Commerce. . . The GAIN in earnings occurred DESPITE a 13 per cent decline in the total volume of passenger travel between the United States and overseas countries, Dr. Taylor explained." (Journal of Commerce, July 29, 1940).

Poor shipowners! They are practically being forced to go on relief.

New Kind of Beef

A sign of the times is the following item culled from the same paper:

"Crew trouble, which delayed the Dutch Oranje Line freighter Prins Willem II at Sandusky, O., for some time, has also beset that company's Prins Willem, III, which lay outside the break-water at Chicago last week (July 26), as the crew refused to sail aboard an unarmed vessel. Crew members said that the 2800-ton freighter was the target of German bombers off Flushing, Holland, on May 10 and that they wanted armament to protect themselves in the event of future attacks."

UNFAIR TO LABOR

Rice Hotel Laundry (Houston, Texas)

Has been placed on the "We do not patronize list" by the Laundry, Linen, and Cleaning Sales Drivers Local Union No. 602 (A. F. of L.). Watch out when this firm makes the ships!

Canadian Seamen Win Wage Boost

TORONTO, Can.—Seven Great Lakes shipping companies signed agreements with the Canadian Seamen's Union, affiliated with the S.I.U., providing wage raises, increased manning scales, preferential hiring, and the hiring of an extra deckhand on ships operating in the lower St. Lawrence Canal.

whole are opposed to the passage of any kind of a compensation act for seamen and ask that these bills be rejected. The fact that all seamen are against enactment of this bill and that no seamen have asked for this type of legislation should be enough.

On the other hand, only the shipowners and their representatives are asking for the passage of the Compensation Act for seamen.

MORE ABOUT:

All Vessels Short-Handed, Unions Tell Commission; Danger to Safety Seen

(Continued from page 1)

LUNDEBERG'S TESTIMONY PRESENTS SEAMEN'S CASE

EXAMINER RING: I think for the purpose of the record you had better state your name.

THE WITNESS: Harry Lundeborg, Sailors Union of the Pacific. Well, we feel that all the American ships, regardless of whether they are subsidized or what they are, are short-handed on deck. Of course, you can go back in the records from the time the old Shipping Board ran the ships. The records will prove that they had a bigger manning scale on deck.

Had 8 AB's Then

Take, for instance, the 8800's. They had three men more on deck. They had eight A.B., they had three ordinary seamen and two deck boys, a boatswain and a carpenter. Today the same ships are running out here with six A.B.'s, three seamen and a boatswain and a carpenter. That is one instance.

Then you have the 535's in the trans-Pacific run, which have smaller crews today than some ten or twelve years ago when they were subsidized under the White Act. I guess, wasn't it?

MR. SCHELL: The mail contracts.

THE WITNESS: Then they had fat subsidies under the White Act.

MR. SCHELL: That was a mail contract.

THE WITNESS: Yes. Then they used to have bigger crews. You take, for instance, the COOLIDGE now. It is about eight men. She has eight able-bodied seamen less than she had about ten years ago. True enough, they have put a night watchman there nowadays, but that doesn't help the upkeep of the vessel. So, in reality she is eight A.B. seamen short, which the records will prove.

Short-Sighted Policy

We always thought it was a very short-sighted policy of the shipowners to run ships short-handed on deck because in the long run they are going to pay for it anyway through upkeep when the vessel gets into port; shore repairs and so forth. We feel that all work, from the keel to the trunks, which is the sailor's work, should be done at sea.

According to the laws that are in effect, all hands must be on watch. You have three men to each watch in the freighters, and in the passenger vessels all hands divide up the watches. You have no people working day work to keep up the upkeep of the vessel, the gear and so forth. And there should at least be two or three day men on at least each American freighter.

Not so long ago the Maritime Commission run the line up to Seattle and the West Oriental Line, which I believe is the 8800 type of ships, isn't it?

EXAMINER RING: That is right.

THE WITNESS: When the Maritime Commission run those ships they had one maintenance man on deck besides the boatswain and the carpenter. As soon as the private concern took it over they immediately tried to get rid of this day man. That was only last week. Of course, we couldn't allow such a thing to happen after the Maritime Commission had already established the precedent and we feel that the Maritime Commission should

know what is required in the line of crews on board those ships.

They more or less sponsor the American Merchant Marine. So we feel that the shipowners were kind of short-sighted and I believe they finally saw our point. So the ship is now sailing with the same requirement as the Maritime Commission, although we don't think it is enough even at that. There should be two more day men like it had during the Shipping Board days.

Three-Watch System

EXAMINER RING: Mr. Lundeborg, you have spoken of the three-watch system that requires all sailors to be assigned to watches.

THE WITNESS: Yes.

EXAMINER RING: If the existing law providing that all sailors be assigned to watches should be amended whereby there would be no necessary reduction in the number of men who are carried, but a division between sailors who would be on watch and those who would not be on watch were accomplished, do you think that would be a good thing?

THE WITNESS: Well, we have no objection to that, providing that you don't cut the crew list, of course.

EXAMINER RING: That is what I say: Providing that the crew list is not cut, but that it is divided. We will take, for instance, a ship like the COOLIDGE, of which you spoke, and supposing for the sake of illustration here that they run 18 A.B.'s and 12 ordinary's; and that it is found that six A.B.'s and three ordinary's would be sufficient for watch duties and that the others could be assigned to day work; would a law that would make that permissible be in your opinion a good thing?

THE WITNESS: Well, of course, I disagree with you on the amount of men to be on watch.

EXAMINER RING: Take any number. I am not interested in the number. You can make them 12 and six on watch.

THE WITNESS: We are not opposed to that. Of course, the way the law has worked since they put this all hands on watch, we have lost on it. We have lost on it due to the fact that they have used less men on deck now than they did, and we thought that they were going to be using more men on deck. Our organization was, in fact, responsible for getting this law passed, that all hands on watch. But it hasn't worked out in practice that way. We lost men.

ATTENTION!

All branches are requested to cooperate with Headquarters in the publication of the "Log" by submitting news of local and general interest at regular intervals.