

Shipowners Shed Crocodile Tears Over Seamen's Plight

Waterman Blitz Backfires!

Book No. 22431 Old Book No. 6516-3
Official Rec. No. 582

Certificate of Membership

Name of Member ROBERT CLYDE REYNOLDS
This Must Be Printed

THIS CERTIFICATE, when signed by the officers, is evidence of the fact that the bearer, if corresponding to the personal description appended hereto, is a member of the

National Maritime Union of America, C. I. O.

Not valid unless countersigned

F. P. Smith
NATIONAL SECRETARY

Joseph Curran
PRESIDENT

G. H. Pearson
NATIONAL TREASURER

National Maritime Union of America, C. I. O.

SIGNATURE *Robert Clyde Reynolds*
(Must be signed by member in presence of Patrolmen)

Rating ALA

Birthplace ALA Date of Birth 9-17-13

Permanent Address 955 CHARLESTON ST MOBILE ALA.

Color WHITE Height 5-8 Weight 145 lbs.

Color of Hair BR Color of Eyes GRAY

Joined by MOBILE Port MOBILE Date 1-25-36

Nearest Relative

Relative's Address

The above is a photo-static copy of the NMU book belonging to one of the NMU men who was sent back aboard a Waterman ship by order of the NLRB. Like most of the others Reynolds swapped Curran's passport for a real union book in the SIU. The much heralded blitzkrieg backfired as the men involved were only too anxious to get into a rank and file union that gets conditions for its membership.

PHONEY

Proposed Compensation Law Deprives Seamen of Benefits

(From West Coast Sailors)

The following wire was received by the SUP on July 5: "Hearings will be held on July 23rd at 10:30 A.M. by Subcommittee of Senate Chamber Committee on H. R. 6881 to implement provision of shipowners' liability convention and to extend to seamen and Workman Compensation Act with amendments. Kindly advise of desire make statements."

(Signed) ROGER WILLIAMSON
Clerk of the Committee.

For a period of 20 years the shipowners and the insurance companies have attempted, through high-pressure lobbies, to enact a law which will put the seamen under the compensation laws. At the present time the seamen and the railroad workers are the only workers in the United States who can sue for damages for injuries received while working.

The SUP fought attempts by the shipowners to put seamen under compensation in 1922, again in 1928 and again last year when your Secretary was in Washington, D. C., to

block a Bill before the House Committee on Merchant Marine which had for its purpose the placing of seamen under
(Continued on page 4)

ROBIN LINE

Negotiations Continue!

Negotiations between the SIU and the Seas Shipping Co. (Robin Line) in the dispute that resulted in hanging the hook on the Algic last week will continue with a representative of the Department of Labor Conciliation Service participating in the negotiations. In addition to the question of the bonus for the run to So. Africa, the SIU got the company to agree to negotiate for an increase in the overtime rate of 10 cents per hour. A meeting between the operators and the Union is scheduled for Tuesday, July 30, at which time it is believed that some definite agreement may be arrived at.

S.I.U. Obtains Increases On Savannah Line

The SIU signed an addendum to the agreement with the SAVANNAH LINE similar to the one recently signed with the Bull Line, providing for an increase of \$7.50 per month PLUS 10 cents per hour in overtime while the ships are on the coastwise run and \$10 plus 10 cents in the event they run off-shore. This increase was won in the face of a concerted attempt to phoney up on the SIU by the operators and the NMU.

Phoney Move Blocked

Last Saturday we received a telephone call from one of the officials of the International Longshoremen's Association in the port of New York who informed us that the Company had contacted the Longshoremen and asked them if it would be all right with them if the company put an NMU crew aboard the Savannah Line ships in the event they were struck by the SIU. The longshoremen emphatically informed the company that it would decidedly NOT be all right. Offers to Fink!

Prior to this incident we were reliably informed that Curran had
(Continued on Page 2)

COMPENSATION ACT FOUGHT BY SEAMEN RECEIVES OPERATORS SUPPORT

Hearings on the proposed bill to place the seamen under the Longshore and Harbor Workers Compensation Act began in Washington on July 23rd before the Senate Sub-committee on Commerce presided over by Senator J. Overton of Louisiana. According to the sponsors of the bill the SEAMEN were supposed to be the beneficiaries who would PROFIT by the enactment of the measure! Keep that fact in mind! It was an act that PRESUMED to benefit the SEAMEN!

Upside Down

How remarkable then, that every representative of the shipowners, WITHOUT EXCEPTION, testified in support of the compensation act for seamen, while EVERY representative of the Seamen, WITHOUT EXCEPTION, opposed the measure. Truly an amazing situation! The shipowners shed crocodile tears over the plight of the seamen compelled to labor without benefit of a compensation act and with breast-beating protestations proclaimed that their great concern was to save the seamen—from themselves! For example, Frank J. Taylor, head of the American Merchant Marine Institute, urged the enactment of

the compensation act in order "to work out a plan that is beneficial to the workmen."

Saving the Seamen

Anticipating the opposition of the seamen, and endeavoring to discredit in advance such opposition, Mr. Taylor added: "The reason for the seamen's union's objections, is that the seamen are being misled by their attorneys." The implication was made that it was the attorneys whose fees would be jeopardized who were responsible for the objection of the seamen to being placed under compensation. It was pointed out by spokesmen for the seamen that cutting attorney's fees was a worthy objective and one which the seamen themselves would certainly support. But when they ask us to give up benefits we now enjoy under existing law in exchange for lesser benefits under a compensation act, under the guise of "protecting" us from chiselling lawyers, it's a bit too thick.

Making History

So concerned were the shipowners with the welfare of the seamen (?) that they hired expensive "experts" to appear and testify that not only would the seamen secure greater benefits from a compensation act, but that it would cost the shipowners more money for compensation insurance than they are now paying. This really marks a milestone in the labor relations between the seamen and the shipowners. To our certain recollection, this is the first time that the shipowners have been so self-sacrificing as to spend time and money battling for the interests of the seamen—even against the wishes of the poor benighted souls who make up the uncensored personnel of the American Merchant Marine. It's like being embraced by a bear! An embrace is usually the mark of tender devotion, but it doesn't necessarily follow that the embarrassed recipient of a bear's hug is enjoying the experience.
(Continued on Page 3)

BEWARE OF THE CRIMP!

We have been informed that one, Meyer Jacobson, who runs a tobacco shop in Portland, Maine, has been boarding SIU ships and offering "better jobs" to our men in order to get them to leave the vessel. When they leave the ship, this crimp then sends young fellows down to the ship to ask for a job and in a number of instances they have been signed on in order to fill out the crew.

For "Service" Rendered

For this "service," we understand that Jacobson gets a "commission" from the men getting the jobs. We want to warn that any members who are found guilty of having any dealings with this crimp, will be dealt with severely by the Union. The SIU does not maintain a hall in Portland. The members aboard SIU ships that make this port will have to see that the Union rules are observed! Report to us immediately any activity on the part of this, or any other, crimp.

Published by the
**Seafarers' International Union
of North America**
Affiliated with the American Federation of Labor

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ADDRESS ALL CORRESPONDENCE CONCERNING THIS PUBLICATION TO:

"THE SEAFARERS' LOG"

P. O. Box 522, Church St. Annex, New York, N. Y.
Editor: Tom Kerry—Former Editor of "West Coast Firemen"

SEAFARERS' LOG

Honor Roll

S.S. PAN ROYAL	\$ 11.40	
S.S. PANAMA CITY	10.50	
S.S. TOPA TOPA	6.75	
S.S. PAN GULF	11.50	
S.S. MAIDEN CREEK	6.25	
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S.S. CATAHOULA	5.10	\$110.05
Total	\$110.05	

LIST OF DONATIONS TO SEAFARERS' LOG

PAN ROYAL: Byrd, .50; Himel, .50; Larson, 1.00; Dormady, .50; Kean, 1.00; Libbg, .50; Smith, .40; Dickinson, W., 1.00; Elks, .50; Godwin, 1.00; Gardner, 1.00; Sharpe, .50; Bryant, 2.00; Johnson, S., 1.00 Total \$11.40
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S. S. TULSA: \$19.75
S. S. HASTINGS: Henderson, .50; Jenkins, .75; Wimmer, 1.00 Total \$2.25
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FROM PHILLY

**A Tale of
The Three
Musketeers**

Well, here we go again, the good old city of Brotherly Love! Lo and behold, if old Jam Pot Smitty isn't in our midst again. They had a terrible beef on the Catahoula and when the jam was missing once or twice, that was a mist'ry, but when it kept disappearing continually and it leaked out that Jam Pot was aboard, that solved everything.

But even at that the boys did not mind him eating the jam, but when he sneaked the last bottle aft and hid it in his dungarees, that was the pay off!

However, Smitty informs us that he has a stenographer here that likes jam just like he does, but if she keeps hiding it, they are going to break up. It looks like Smitty has been caught up with.

I wonder who is responsible for the pile of cigar butts laying outside of the office window? I wonder if Buckman would know?

The NMU had another one of their famous picket lines out on the Wilson Line dock here in Philly. Oh yes, it went the way of all flesh! \$1.00 down and the rest when you catch me.

Since Flanagan has got his jalopy, Buckman has the tow truck standing by just in case. Flanagan was going to make a test and see how much mileage he could get from a gallon of gas, so he emptied his tank, and put in two gallons. Well, he stepped on the starter and motor back-fired, he got excited and blew the horn and on closer examination when it would not start he found out that the tank was empty.

We had a couple of stump jumpers from the M. & M. ships, but the membership turned thumbs down on them, when it came to a permit card. After working on those ships, they had the nerve after they were fired to come to the Union looking for sympathy.

Well, the Steward on the Masmar had a slight misunderstanding with the crew, and I think that after a little get-together things are running smooth again. At least we hope so!

Well, here's to a bigger and better LOG.

The Three Musketeers.
W. B., 1994; J. F., 542;
H. C., 496.

MORE ABOUT:

**S.I.U. Obtains
Increases**

(Continued from page 1)
been dickering with the Savannah Line officials to furnish crews for the vessels if the SIU crews went on strike. This was confirmed by the telephone call we received from the longshoremen, notifying us that the company had contacted them with the same phoney proposition. When they found out they couldn't get away with it, the company agreed to continue negotiations with the SIU, negotiations which culminated in the winning of the increase stated above.
(See copy of agreement printed elsewhere in this issue.)

**Action Speaks Louder
Than Words!**

The SIU is continuing to prove that it can be done! Joe Curran and his stooges notwithstanding, the Seafarers International Union (A. F. of L.) this week signed a supplementary agreement with the Ocean Steamship Company of Savannah, gaining for its members on that line's coastwise ships an increase of \$7.50 per month PLUS 10 cents an hour in the overtime rate.

That makes the tenth steamship company to grant higher monthly increases plus 10 cents per hour on overtime to the SIU.

The tenth—remember!—since the Pilot announced on May 3 that "the coastwise operators refused to consider ANY wage increase" in the opening gun of the NMU "leader's" poison-pen barrage, aimed at putting over the \$2.50 SELL-OUT on their own badly deceived membership!

They Said It Couldn't Be Done

On June 27, Howard McKenzie, reporting for the so-called Negotiating Committee to the New York NMU membership—with Curran's wholehearted approval—discouraged action for increases in the following "power"-inspired words:

"Your Negotiating Committee recommends the acceptance of this \$2.50 because it is our opinion we are not in the best position to secure more at this time . . ."

Now, every honest seaman, particularly if he is a member of the NMU, ought to ask himself this simple question:

Some Questions to Think Over

WHY wasn't the NMU leadership "in the best position to secure more"? Isn't the NMU supposed to be so well organized that it can afford to set up a "reorganization committee" under the notorious Dog-House Jack Lawrenson with the avowed purpose of . . . organizing the "unorganized" SIU?

More than that—just ask yourself:

WHY was the Seafarers International Union in a position to get \$7.50 and \$10 increases while the NMU "leaders" could think of no better terms than the \$2.50? Aren't SIU ships supposed to be "unorganized"?

Where Is the NMU's "Power"?

"Furthermore," McKenzie concludes in his June 27 report to the NMU membership, "the coastwise operators appeared too willing to face the consequences of whatever action the union might see fit to take in the event the \$2.50 increase is not acceptable."

WHY, oh why—we ask again—should the shipowners appear "too willing to face the consequences of whatever action the union (that is, the NMU) might see fit to take?"

Hasn't Lawrenson told us time and again that the NMU represents "POWER"? Where is that "power"? What is the value of this kind of "power" which can be slung around so bravely in words intended to intimidate—in vain, brothers—the crews of the allegedly "unorganized" SIU ships . . . but which fizzles so miserably the moment its wielders confront the REAL opposition, the shipowners?

The Difference Between SIU and NMU

The answer is as plain as the nose on your face. The NMU was not and is not "in a position to secure more" for its members for the same reason that the SIU is.

The SIU believes in a policy of improving the conditions of its members; the NMU believes in fengling with the shipowners through high-powered attorneys.

SIU power lies in its ability to ACT and get RESULTS. NMU "power" lies in the ability of its officials to bamboozle, befuddle and browbeat a long-suffering membership with an endless flow of propaganda.

SIU ships are organized by getting their crews higher wages and better working conditions. NMU "organization" aims at raids on other organizations for the greater glory of the pie-cards in office.

SIU Proves Superior in Action

IN ACTION, the SIU has proven that it is the union which gets improvements for its members. More than that, the SIU has proven that by its lead the NMU rank and file has also benefited.

If the NMU rank and file did get an additional \$2.50 to make up a monthly increase of \$5, that was due entirely to the fact that in the face of the increases obtained by the SIU, the original \$2.50 sell-out could not be put over.

ACTION thus proves the best judge as to who really represents the interests of the seamen. The SIU is confident as to what the verdict of the seamen will be. No amount of phoney palaver, no amount of poison-pen propaganda by the NMU "generals" will prevent that verdict. ACTIONS SPEAK LOUDER THAN WORDS!

What's Doing —

Around The Ports

MOBILE

Mobile, Ala.,
July 17, 1940

Mr. Tom Kerry, Editor
Seafarers' Log
Dear Brother:

This port in the Gulf is really booming now as far as shipping is concerned. I've seen the other ports begging for men, and I never thought that would be the case here, but that is the situation here now.

We had quite a beef on the S.S. Tulsa when she got here on the 15th. When she came in the crew wanted to know what transportation they were going to get, as this was going to be the final port of discharge for the ship. The articles read: from New York to the West Coast and back to a final port of discharge on the Atlantic Coast. The Commissioner ruled that Jacksonville was the nearest port on the Atlantic.

The Marine Superintendent had already agreed that in the event the Commissioner ruled that Mobile was not on the Atlantic Coast, he would give the men transportation back to Norfolk. After the Commissioner ruled as he did, we felt that we had the beef cinched, but the company decided that instead of giving the men cash money to pay their transportation, they would give them an order for a train ticket which the crew promptly rejected. After arguing for a while longer, we finally managed to get the cash money as they should get.

There's one thing I wish to point out very strongly and that is the way in which the entire crew of the Tulsa conducted themselves during that transportation beef. That whole crew really set an example of how, in my estimation, real Union men should conduct themselves during a beef of any description. The respective delegates, in fact the whole crew were right there, sober and ready too, to give Agent Banks and myself any assistance that we might have needed. To top it all off, I think that that crew to the last man came around and thanked us and gave us a vote of confidence.

You know, something like that is what makes it a pleasure to represent men in their arguments, instead of just considering it another job to be done. There are many men who are only too ready to criticize, but who are most hesitant to cooperate with their representatives.

The S.S. Beauregard, nee Yapalaga, took a crew on the 16th. We had very little difficulty in crewing this ship, but we anticipate quite a bit of trouble with the next one which I think will come out around the 24th or 25th.

We are being deluged every day with NMU members who come up here and claim that they are tired of the COMMIE dictatorship of the NMU, and they want to go to sea with a real honest-to-God Union. Of course, we can't consider them all because some of those birds would rat on their Mother. Well, that's about all for this week.

Fraternally yours,
Robert A. Matthews,
Eng. Patrolman, Mobile.

Mobile, Ala.,
July 24, 1940

Mr. Tom Kerry, Editor
Seafarers' Log
Dear Brother:

This week things have been pretty slack here in Mobile. Only two ships have come in so far, the S.S. Topa Topa and the S.S. Del Sud. The S.S. Pan Kraft was due to come in here before being dispatched to the Far East, but instead she stopped in New Orleans and crewed up there.

The S.S. Beauregard has started on the Coast run already and the second of the new Waterman ships, the S.S. Ponce de Leon will take a crew today and sail tomorrow.

Last week we shipped about forty-four men out. We have about thirteen men in the Marine hospital now.

To date we have voted ninety-nine men, and we have one more week to vote; so all you fellows who have not voted yet had better get around to the Union hall and vote.

We have gained a new point on the ships in the past week by getting the Company to agree to put electric refrigerators in the mess rooms in the place of the old obsolete ice boxes. The new ships are being equipped with them before they leave and the other ships will get them as the old ones need replacing.

We have just received word that one of our Brothers, one Basil Selph, an A.B., has died in Miss. That's all for the week.

Fraternally yours,
Robert A. Matthews,
Eng. Patrolman.

MIAMI

July 24, 1940

Things are going along nicely here. The men on the Florida are getting hell worked out of them due to the Lion's Convention but are bringing in more and more SIU pledge cards signed every trip.

Our local Commy, Frank Jones, and his stooges are getting somewhat worried now that the men are wising up to them and see that they mean them no good at all.

These NMU stooges being at their wits' end they are no longer able to conceal what dirty, lowdown, rotten scum they are, such as, Frankie Dean has had a nice, big, ugly stooge approach the men's wives while down on the dock to see the ship off, and informs them that if their husbands don't kick in and go down the line with the NMU that they will be kicked off the ship. (The girls gave him the horse laugh.)

Another childish prank of ship break into some of the ship broke into some of the men's lockers and steal the SIU pledge cards. True Commy tactics 100%. There'll be an iron cross from Moscow for such good work.

Jonesy is very busy now. He's way back in his hideout cooking up a batch of goulash for the Pilot to "sweep the membership off its feet" with the progress he's made here. He's even contemplating putting a picture of an SIU pledge card in. That'll be the only

PHILADELPHIA

Editor, Seafarers' Log:

This Hall of brotherly love shipped about 60 men. HOW COME? Well, we crewed up two ships, the Seatrain N.J. & S.S. Bienville. The Bienville came here with a cargo of beefs much larger than her holds. Things were adjusted satisfactory, so the boys all paid off and went home.

Buckman was running wild, trying to get the men for the above-named ships. He finally succeeded in doing so. We believe this was an accomplishment that deserves comment, when you take into consideration that there were only about forty (40) men registered on all three departments. Now that things have gone back to normal again, the men we have on the beach at present are enough.

Flanagan came back from his hard-earned vacation all flushed from the Coney Island stoves. Believe it or not, this was the first vacation he ever had. The shipowner's never did think he was entitled to one from them. All in all he said he had a swell time.

The shipowners are trying to put a fast one over on the seamen again. We have it from good authority that the bill known as H. R. 6881 is slated to come up before the House Committee on July 23, 1940. This bill is designed to place the seamen in the same category as the longshoremen. There is only a limited amount of compensation for various kinds of injuries. Under the strict physical requirements necessary for seamen, this bill, if passed, will doom many of us to be beggars on the streets.

EVERY SEAMAN SHOULD MAKE IT HIS BUSINESS TO MAKE IT KNOWN TO THE COMMITTEE THAT THEY RESIST THIS INFRINGEMENT ON THEIR WELFARE.

Harry A. Collins, 496, Agt.

NEW ORLEANS

July 17, 1940

Editor, The Seafarers' Log:

Shipping on deck and below for the past week was good; not so hot in the Steward's Department.

The S.S. Del Alba came in needing a colored Chief Cook and 2nd Cook, but we were not able to replace them. Finally had to ship white cooks instead.

The S. S. Narcissus took six A.B.'s today for standby and is figuring on taking on a full deck department on Monday. There are only ten SUP men registered here, so after Monday the hall will be nearly cleared of SUP men.

So if any replacements are needed, they will be pretty hard to get.

Buck Stephens.

thing in the paper that don't stink.

Here's the best one of all, but it must be kept strictly confidential. It has been waffed to me that Jones is none other than a little butterfly. Ooh, la, la! I must look him up. Come to think of it, he does have big ears.

J. S. White, G. 56.

JACKSONVILLE

Jacksonville, Florida,
July 15, 1940

The Seafarers' Log:
Dear Sir and Brother:

After reading the issue of *The Seafarers' Log*, dated July 9th, I wonder whether the membership of the S.I.U. realize the obstacles which confronted the committee who were negotiating with the Bull Line for the \$10 increase in wages and the 10 cents an hour overtime.

Last Monday night's meeting in the port of Jacksonville went on record, giving this committee a vote of confidence for their efforts in trying to secure the 10 and 10. We know that they were forestalled because the rag-sheet, known as the File-it, had come out with a statement urging the members of the NMU to accept a \$2.50 increase in wages and no increase in overtime. Don't forget, Brothers, that the scabby controlled leadership of the NMU would have jumped at this occasion, and bargained with the Bull Line and sailed those ships for nothing, adding to their slogan the excuse of "organizing the unorganized."

And to think that the scabby leadership of the NMU is telling their membership that the S.I.U. is nothing more than a shipowners' organization! Compare both organizations, Brothers, and see who has done most for the seamen today.

How many of the Brother seamen today know this Saviour of the Seamen who calls himself Jack Lawrenson? How many know of his Doghouse fame?

Remember, Comrade, when you were editor of the scandal sheet called the Doghouse News? When you were one of the Seamen's Institute's chief stool-pigeons? Remember, Jack, how you used to point the bad boys out to Ma Roper and have them thrown out of 25 South Street?

Imagine this rat being a leader of seamen. It's enough to make a hippopotamus laugh.

Brother members, whenever men of his ilk are connected with any bona fide labor movement, it can mean only one thing, and that is: bad news for the rank and file. Go back just a few years and see who were the ones who advocated the famous Maritime Commission Training Ships and all the anti-labor legislation that is being introduced against seamen today in Congress.

If it had not been for the Rats, who have been playing ball with the Maritime Commission, there wouldn't have been all those bills introduced in Congress. All I can say is this: the bonafide seamen who make up the backbone of the NMU will wake up some day and say that the S.I.U. of N.A. has sure been going to town for the seamen. I am sure that the majority of their membership will say: "There is an organization which is controlled by the membership and for the membership, and that is the only real union for seamen."

Steady as she goes!

F. Lauritano.

NOTICE

Mobile, Ala.
July 24, 1940

Lionel Murrell wishes his brother, Willie Murrell, to get in touch with him immediately on some very urgent business. His address is as follows:

Lionel Murrell,
U.S.S. Hydro,
Pensacola, Florida

MORE ABOUT —

Operators Support Law Opposed By Seamen

(Continued from Page 1)
Impartial Parade

In addition to the shipowners, a parade of so-called "impartial" witnesses appeared to testify in support of the bill. All, of course, protesting their "disinterested impartiality." It is beyond all understanding! If a person is truly "impartial" it would seem that the proper course to follow would be to stay home and permit the interested parties to present their case. This rarely happens. The theory is, that the cloak of "impartiality" lends more weight to the testimony of the witnesses. So... the "impartial" witnesses took up so much time on the stand that a number of seamen who had made the trip to Washington to testify on behalf of the seamen, were unable to do so as they had to leave for their homes, while the "partial and impartial" witnesses supporting the measure unburdened themselves.

"The Public"

Even more pernicious than the so-called "impartial" witness is the witness who passes himself off as representing "the public." Heaven preserve us from these two types of "disinterested" witnesses who often proclaim themselves as "friends of the seamen!" How are these persons, who represent "the public," selected? From whom do they get their mandate? Who signs their credentials? There is probably less than one-half of one per cent of "the public" who are even aware of the hearings on this particular bill! Out of this percentage, the seamen probably constitute the largest section of the public in whose name these individuals speak. There is probably no more sanctimonious fraud than the person who, usually having an axe of his own to grind, hides his motive behind that abstract and anonymous entity, "the public." And in the "public interest," they sit in the lap of the shipowners and pipe their tune.

For and Against

A roster of those appearing in support of the compensation act for seamen will completely expose the hypocritical contention that the bill is being introduced for the benefit of the seamen. Those testifying in support of the bill were:

Frank J. Taylor, representing the American Merchant Marine Institute, the shipowners association on the East Coast.

"Captain" Peterson, legislative representative of the Pacific Coast Steamship Owners Association.

L. H. Callahan, representing the Maritime Association of the Port of New York, a shipowners' organization.

H. L. Robinson, Claim Agent for the Collier Owners' Association, a shipowners' association.

Insurance Actuary, hired by the shipowners as "expert" witness.

Professor Blanchard ("Impartial") from the Columbia University, representing himself!

Father Walsh ("Impartial") of Georgetown University, representing "the public."

A. O. Morasson ("Impartial"), Seamen's Church Institute of New York, representing himself.

Dr. J. C. Healey ("Impartial"), Chaplain, Seamen's House, YMCA, New York City, representing himself.

(Analysis of the act is printed elsewhere in this issue.)

BALTIMORE

NEWS and VIEWS

Ten Ships Back - Fish Strike Ends
NMU's New Low - Wake Up, ACA Men!

BALTIMORE, Md., July 15, 1940.—Shipping continues average with 86 men shipped and 98 registered during the week. Total beach registration in all three departments numbers 190. The number of men registered in this port at present, although high enough for normal turnover, will have to be supplemented greatly when the ships from the tied-up fleets now being reconditioned as fast as possible, start coming out. Announcement that the MC in addition to the ten ships already being reconditioned in various shipyards, intends bringing out ten more in the near future means that the Government is going ahead with their plan to put all 123 ships of the tied-up fleet back in service.

Ten More Ships

The latest ten ships are the EDENTON, PACIFIC OAK, SEATTLE SPIRIT, WEST CAMP-GAW, and WEST KEENE laying in the James River and the EL-DENA, POLYBIUS, WEST CRESSEY, WEST ELCASCO, and WEST MAXIMUS laying at New Orleans. On the fact of it the number of ships being put back into service will cause an acute shortage of skilled seamen, but scheduled curtailment of services in some of the Coastal and Inter-coastal Lines early in the Fall and the present laying up of a goodly number of tankers will probably put enough men on the beach to keep things going. ESSO has sent the CLARK, TEAGLE, SEUBERT, COBB, BARNES, A. C. BEDFORD, GLENPOOL, WELLER, STEED, and PRATT to their tied-up anchorage at Solomons Island. Ships sales to foreign governments has slowed down considerably with only three reported sold or transferred in the past two weeks.

Training Salesmen!

Mississippi's DELORLEANS goes on her trials down the river today. Her sister ship, the DEL ARGENTINO slides down the ways at the Bethlehem Yard this week. Maryland Drydock is shunting several tied-up old-timers away from the yard to make room for their big re-conditioning job on six ships. The Key Highway yard is reconditioning the old EDGE MONT which when finished will be sent out to the Coast as an MC training ship. She will be named the AMERICAN SAILOR and base at Port Hueneme, the new West Coast port. The AMERICAN SAILOR is being sent to the Coast at the demand of West Coast college boys who are indignant over the fact that East Coast college men can take a cruise on the AMERICAN SEAMAN during the summer vacations, while if they want a little sea air they have to go passenger on some ship and pay for it. We don't blame them. Why should they spend their own money for a cruise when they can ride free at the expense of the taxpayers. We often wonder where all the MC "trainees" go to after they've been "trained." We've met up with a lot of seamen during the past year or so, but the only training school graduate we ever ran into was a young fellow selling candy on old "Smokey Joe," the Love Point ferry. As a seaman he was a good candy salesman.

Fish Strike Ends

The men on the Boston Fish

Trawlers have gone back to work after a two-month strike. The fishermen won out with wage increases, etc. The Seamen's Injury Compensation Act has been sneaked out into the open again by the shipowners' lobby down Washington way but is being smacked back into cover by SIU-SUP representatives who have been on the watch for it. The bill now being studied by a Congressional committee which requires the registration of all individuals, groups, or organizations in the pay of, or working for, foreign governments, will kill the Communist Party in this country, but it probably will pop right up again under another name. Communism isn't so much an evil than it is the symptom of an evil. The average human being seldom, if ever, accepts Communism willingly; he is usually starved into accepting it. You can't kill Communism or Nazism by passing laws, but they can be destroyed by eliminating the causes that produce them: unemployment, low wages, sweat shops, hunger, and economic oppression. One sweat shop, even if it is owned by a hundred per cent American patriot, will produce more communists than the pleadings of a dozen Browders.

New Low!

For a new low in cut-throat tactics we give you the attempts of the NMU-ACA clique to undersell the SIU-SUP-CTU wage scales and bonus riders. It's a matter of record in certain instances lately that the CIO outfits have offered to man ships under the prevailing scale in a stupid endeavour to undersell the bona fide maritime organizations. Friend shipowner, however, may be dumb but not that dumb, experience having taught him that it's better to hire skilled men in the first place, even if it does cost him more in wages, than to have his ship delayed and his service disrupted by a gang put aboard solely for that purpose.

Never Learn

Although the representatives of other maritime organizations might not admit this to their membership in public, most of them admit quite freely in private that the gains in wages and improvements in working conditions they have obtained for their memberships were obtained by trailing along behind the SIU-SUP. There is no instance in the whole field of maritime organization where the SIU-SUP did not crack the line first and get better conditions before any other Union had even reached first base.

Should Wake Up!

Everyone knows this: that is everyone except the leadership of the ACA (CIO radio operators), who after riding along on the tail of the SIU-SUP rocket for the past five years and thus getting better than a fifty per cent increase in wages which they would never have gotten by themselves in a million years; now turns around and prints a mess of scurrilous lies against the men that helped them out. These ACA boys should remember that the SUP made them, and if they don't pull in their chins a little bit, the SUP can break them.

Fraternally,

W. H. Elkins.

MORE ABOUT —

Compensation Law Deprives Seamen Of Benefits

(Continued from page 1)

the Compensation Act.

We were successful last year in blocking it. Now the same thing is coming up again, according to the wire, before the Senate on July 23. So, we will have to start the old fight over again.

The membership, last night, went on record, in answer to this new threat against our rights, to instruct the Secretary of the Union to proceed to Washington, D. C., and fight this Bill to the limit.

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 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.

If a seaman happens to be on ship's articles, 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 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.

The right to sue for damages was granted the seamen under the Federal Employees' Liability Act, made applicable to seamen by Section 33 of the Shipping Act of 1920.

What can a seaman gain by a 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.

Under the present compensation laws, called the Longshoremen and Harbor Workers' Act, all a man can recover for total disability is \$7,500.00; that is the maximum set by law. Total disability means 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 \$7,500.00? It is fair to assume that after a period of five years this man 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.

The seaman under the present system has a right to sue. He has a right to put his case before a jury and records will show in cases where seamen were totally disabled, they have received amounts three and four times as much as is stipulated by the Compensation Law.

Text of Addendum to Agreement Signed With Savannah Lines

The basic wages set forth in the agreement between the SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA and the OCEAN STEAMSHIP COMPANY OF SAVANNAH, dated January 20th, 1939, and as amended February 21st, 1939 and February 5th, 1940, shall continue in full force and effect, but in addition thereto there shall be paid to all unlicensed ratings to which the agreement applies, a temporary emergency war-time increase of \$7.50 per month.

The regular overtime rate of pay set forth in the agreement shall continue in full force and effect, but in addition thereto there shall be a temporary emergency war-time increase in the regular overtime rate of pay of ten cents (10c) per hour.

In event any ships should sail on a foreign voyage the temporary emergency war-time increase shall be \$10.00 per month and an increase of ten cents (10c) per hour in the regular overtime rate from the time the ship signs on until the ship pays off.

The above temporary emergency war-time increases are to be effective from July 22nd, 1940 to January 31st, 1941, inclusive.

OCEAN STEAMSHIP COMPANY OF SAVANNAH

(Signed) E. R. Richardson

PRESIDENT AND GENERAL MANAGER

SEAFARERS INTL. UNION OF NO. AMERICA

(Signed) John Hawk

SECRETARY-TREASURER

NEWS FROM

Headquarters

Seatrains Beefs Reports
Saturday Quitting
NEW YORK

Seatrains Beefs

Patrolman Ingenlath reported several complaints handled on the Seatrain ships, the New York and the New Jersey. On the "New York" the men demanded fumigation and new mattresses, which the company has promised to comply with. On the same ship, oilers had been required to do sooting and painting. This beef has now been satisfactorily settled.

On the Seatrain New Jersey, the oilers have been given stations too big to handle, so that they have had to do wiper's work in addition to their own. In the words of Brother Armstrong, these were "stations to end all stations." At this writing, the beef is still in the process of settlement.

Saturday Quitting

There have been several instances here of men hitting the dock after 3 P.M. on Saturdays, when the shipping hall is closed and unable to furnish replacements until next Monday. Men acting thus injure relations between the union and the company to the detriment of the membership as a whole.

Two men, Edward St. Nicholas (2517) and Anthony Mackey (6081) were caught in such an action on July 6 and ordered back on the S.S. MANUELA by the patrolman on duty. There is a growing sentiment here to make men, guilty of this kind of offense, accountable before the membership. Ships usually stay in port for several days and there is no reason why men who want to quit can't do so in time for the union to make the necessary replacements.

Further Negotiations!

With the Savannah increase in the bag, a committee, headed by Secretary-Treasurer John Hawk, has been negotiating amendments to the agreement with the New England Steamship Company. Brother Hawk had to return to New York in connection with the

CANADA SEAMEN'S OFFICIAL JAILED

Cracking down on civil liberties under the pretext of "defense" measures, Canadian authorities have arrested J. A. "Pat" Sullivan, president of the Canadian Seamen's Union, affiliated to the SIU, (A. F. of L.). Brother Sullivan was picked up in his hotel room and held under Section 21 of the Defense of Canada Regulations.

The Regulations

According to Election 21, "the minister of justice, if satisfied that with a view to preventing a particular person from acting in a manner prejudicial to the public safety it is necessary to do so, may, notwithstanding anything in these regulations, make an order . . . directing that he be detained in such place, and under such conditions as the minister of justice may from time to time determine."

Just "Detained"

Consequently, no warrant was issued and no trial contemplated. Sullivan is just to be "detained." His crime? He "acted in a manner prejudicial to the public safety" by doing his duty in leading the recent seamen's strike on the Great Lakes, voted for by a big majority of the membership. He participated, defending the interests of the seamen, at the federal conciliation board hearings, which have followed the government's breaking of the strike.

Kept Secret

According to the Toledo Union Leader, every effort was made to keep the arrest secret. Had Sullivan not been able, by a clever ruse, to convey an intimation of his fate to a friend, he would just have "disappeared."

strike of the S.S. Algic, and negotiations were left in the hands of John Mogan and John Manchester, Boston and Providence agents respectively.

In Memoriam

WILLIAM J. SIGGERS
Died in the Marine Hospital
at Baltimore, Md.