

**SECURITY
IN
UNITY**

SEAFARERS LOG

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



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No. 2

Secretary-Treasurer's Report

Flays Bills to Put Seamen Under Naval Reserve and End Union Hiring Halls

Stresses Duties of S.I.U. Members

Since the Atlantic & Gulf District opened its Headquarters office here in Washington, things have been rather quiet insofar as legislative matters are concerned but the rumors as to what is going to happen have not. There are all sorts of rumors circulating around up on Capitol Hill and while they still may be just rumors, the membership can rest assured that something is in the offing, and, as usual, something to hamstring the seamen, their Union and their democratic rights to solely manage their own affairs and especially their hiring halls.

Important Moves Afoot

As far as I have been able to ascertain, there are two important moves afoot. One move is a contemplated Bill to put the American merchant marine under the wing of the U. S. Naval Reserve. While this Bill is less apt to get anywhere, we cannot afford to take it for granted that such a thing will not happen. I am sure that the shipowners will buck this move along with all maritime Unions. There are many far more important industries which are more directly connected with the present defense program than the merchant marine, and the argument still holds fast as to why shouldn't these certain industries be put under direct government control before the merchant marine. This issue can be licked in my opinion, but we will have to put up a good battle to do it.

Danger to Union Hiring Hall

The second move which is afoot is that which vitally affects our hiring halls, and in fact, all maritime hiring halls. This particular move is closely related to the old Bradley Bill; a Bill which seeks to eliminate the Union hiring halls and supplant them with government supervised hiring halls. Whether they intend to bring back the Bradley Bill for reconsideration is not known but one thing is certain, there will be a strong attempt to wrest the control of the hiring halls from the maritime Unions. The seamen, nationally, can expect almost anything to happen in this direction, and it will take the combined support of all maritime Union and perhaps all labor to defeat this measure. It must be defeated, and the membership of the Atlantic and Gulf District must prepare to do its share regardless of the cost. The shipowners and certain individuals here in Washington have joined hands in this contemplated move.

And in speaking of the cost to defeat any move of this kind, I might call it to the attention and serious consideration of the membership that certain individuals of not only this Union but of all other maritime Unions have done much, in the past, to help bring this move about. It seems that not only are the shipowners getting fed up with certain individual crews violating the agreements which were negotiated and signed in good faith and having to tolerate "performers," but also a certain group of government officials.

Individual Action Hurts Union

It must be remembered that all agreements signed by this organization were done so through the ratification of the majority of the membership and, therefore, all our signed agreements represent the will of the majority of the membership, which in reality is the Union. And when certain individuals in the nature of a ship's crew strike a ship without the sanction of the majority of the membership, then those certain individuals are putting the Union on the spot and lending aid and reasons for the wanting of the hiring halls to be taken away from the Union by either the shipowners or the government.

Democratic Procedure Must Prevail

All agreements were negotiated and signed in good faith, and they were not considered binding until they were ratified by a majority of the membership; and in my opinion, and in the opinion of any other sensible member of this organization, no individual or minority group of individuals have the right to jeopardize the present and future agreements and welfare of this organization by refusing to live up to those agreements.

If any individual or minority group of individuals do not want to work under the working conditions as set forth in any particular agreement covering the ship on which they work, they are not compelled either by the company or the Union to work on that ship or under that particular agreement. They can leave those jobs to the majority of the membership who voted to accept that particular agreement.

On the other hand, should it be the opinion of any individual or minority group of individuals that certain changes should be made in that particular agreement, I believe that they should be heard and their opinions given consideration by the entire membership, BUT THEY SHOULD DO IT IN THE PROPER MANNER

(Continued on Page 2)

A.F. of L. WARNS SIU Opens Books to 6-Month Permit Men AGAINST GOV'T STRIKE BAN

Congress was warned by the American Federation of Labor this week that any attempt to legislate away labor's right to strike will lead to a head-on fight.

"America is a democracy," the A.F. of L. statement handed to the press last Monday said. "It must remain democratic. It would be suicidal for us, in our haste to build an invulnerable military defense of our country, to abandon democracy in the process. Therefore, the American Federation of Labor will oppose with every ounce of its power and influence any attempt to abrogate, curtail or suppress constitutional guarantees of freedom enjoyed by the American people. These guarantees include labor's right to strike."

Shipyard Workers In Negotiations With Navy

The National Wage Board of Review will reopen hearings in Washington on the Navy Yard wage structure, the Navy Department announced last week. Unions belonging to the A.F. of L. as well as the C.I.O. will appear at the hearings to negotiate for higher wages.

Although a high officer of the department recently called these workers "part of the Navy" that has not prevented them from being organized into unions and from insisting on collective bargaining rights and union wage scales.

Union Gets Closed Shop Agreement on New Lines

The Seafarers' International Union of North America has signed closed shop agreements with the Atwacoal and the Fall River Navigation companies. The agreements were signed by District Representative John Hawk after negotiations with the companies were approved by a vote of the union membership.

Provisions in the new agreements follow closely the structure of the union contract with the Range Line, with upward revision in wages for some ratings. The ships affected are the David

John Henry Fergerson

Please get in touch with your mother at home at once.

Beginning with January 20, 1941, the membership books of the Atlantic and Gulf District of the Seafarers' International Union of North America will be open to all men who have performed six months of actual sea service on Permit Cards issued to them by the Union.

The decision to open the books was arrived at by a majority vote of all branches, acting on a recommendation made by Secretary-Treasurer Sydney Gretcher. Permit Card Men who meet the requirements may take advantage of this decision by following the procedure outlined in the recommendation, which is as follows:

"The applicant must fill out completely one of the new official 'Membership Application' forms and file same with the local SIU agent.

Investigating Committee

"Upon receipt of this form, the Agent is to arrange for an investigating committee of five full-book members; said committee to be members from the same department (deck, engine or steward) as the applicant. The investigating committee is to investigate the applicant thoroughly as to his previous Union affiliation, character, ability and worthiness as a Union member. The report of the committee is to appear on the reverse side of the 'Membership Application,' in the space allotted for this purpose.

Acting on Report

"The investigating committee's report and recommendations are then to be taken before the membership locally, either through a regular or special meeting. The membership can either accept or reject the committee's findings and recommendations.

"Only when the membership has acted favorably on an investigating committee report shall the applicant be considered as accepted.

"Upon joining, the applicant must pay his dues on his Permit Card up to the current month, also the Strike and Organizational Assessment of \$5.00, the 1941 Hospital, Burial and Shipwreck Assessment of \$2.00 and the \$10.00 Initiation Fee—all in full, before being issued his regular membership book."

Investigations are to be thorough-going, so as to make sure of the best interests of the membership in each case.

How Books Are Issued

No membership books will be sent in care of any particular steamship or steamship company, where they may go lost or unclaimed. All membership books will be sent to the branch offices only where the Agent or the Patrolmen can deliver the books aboard the ship in person, or else the member can come to the hall for his book.

ATTENTION

Eugene Gilbert Senff

It is important that you immediately communicate with Mr. William Krieg of the Selective Service Headquarters of the State of Indiana located at 711 North Pennsylvania Street, Indianapolis, Ind.

Threat to Use Draft Against Strikers

A United Press report from San Diego, California states: "Ralph Elm, chairman of a San Diego draft board, warned Ryan Aircraft workers that if they go out on strike they are subject to draft reclassification and a possible call to Army training" (January 16, 1941).

Employers have been raising hell with "national defense" propaganda to heap up profits and muzzle labor's demands for decent wages and conditions. Congressmen have been busy framing this propaganda into anti-labor bills. Is the next step the utilization of the Selective Service act—adopted allegedly in order to provide self-defense for the people—in order to club labor into line for the profit-hungry employers? Such items as the above seem to be straws in the wind. Their trend is directed against the rights of the laboring people who constitute the vast majority of the nation.

Such incidents as that at San Diego must not go by unchallenged. Labor must raise its voice in protest against the utilization of synthetic patriotism as a weapon on behalf of strikebreaking. Watch the draft boards for anti-labor actions!

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Curran: Boast and Performance

The following is a dispatch to the *New York Times* of January 11, 1941:

NASSAU, Bahamas, Jan. 10. — The Legislature, at an emergency meeting today, approved a proposal by the Merchant and Miners Line to operate a Miami-Nassau service, starting from Miami Jan. 21. . . The Government recently contracted with the Eastern Steamship Company for a weekly New York-Nassau and twice-weekly Miami-Nassau service. The latter was canceled, however, because of labor difficulties."

As all hands will remember, the Merchant and Miners Line was recently "organized" by the great labor leaders of the National Maritime Union. At the time when the contract with M & M was signed, Curran boasted about percentage gains in wages, etc., that ran into astronomical figures. "No Coffee Time" Joe also addressed a special appeal in the "Pilot" directed to the men in the Eastern, in which he pointed to the "great achievements" on the M & M and called upon the Eastern men to quit the Seafarers International Union and join up with the NMU on that basis.

Now, we read in the above dispatch that the Merchant and Miners have taken over a job which Eastern Steamship Co. had to give up "BECAUSE OF LABOR DIFFICULTIES." The "labor difficulties" amounted to this: The SIU men refused to agree to the proposed Miami-Nassau run because the Eastern wanted to impose working conditions BELOW those prevailing for this run on other SIU ships. Now that Eastern had to give up the job because its SIU personnel would not agree to the sub-standard conditions proposed, the Merchant & Miners, **HIRING NMU CREWS**, agrees to take over UNDER THOSE SAME SUB-STANDARD CONDITIONS!

Apparently, "No Coffee Time's" boast was much better than his performance. It is little facts like this that make his appeals to the Eastern men and SIU members generally fall on deaf ears. While his empty **BOASTS** are directed (without any success) to the seamen, his **PERFORMANCE** probably arouses much more favorable response among the shipowners. As for the SIU, it prefers to serve the men who man the ships. And experiences like that with this Miami-Nassau run show that **THIS Union means what it says.**

REPORT FROM MOBILE

January 18, 1941

Editor, Seafarers' Log
 Dear Sir and Brother:

Have seen quite a bit of activity here the past week. We had the David Atwater, Ponce de Leon, Bellingham, Kofresi, Alcoa Shipper, Del Valle, Del Argentina here during the week, and we also had a Bull ship in nearby Pensacola, Fla. We've been pretty busy putting the new Waterman agreement into effect on the Waterman ships. As you know, the new agreement calls for Deck Engineers and they are a scarce animal around Mobile. For some reason the men won't get their certificates endorsed for Deck Engineer.

On Thursday morning one of our oldest Union brothers passed away in the Marine Hospital here. His name is Alfred Goranson, and he was known best as "Old Alf" to his many friends. This man joined the old ISU in 1903 and when the ISU declined about 1923 he continued to pay his dues right along into the Union. He was a patient in the Marine Hospital here for approximately eighteen months, most of this time he was on his back in bed. I'm sure the membership will join me in saying: "We wish you smooth sailing on the other side, Alf!"

The Alcoa Shipper came in from the Bauxite run full of beefs and after a lot of arguments back and forth, they were all adjusted to the satisfaction of all involved.

We crewed another ship for the Alcoa S. S. Company on the 17th. The New Windsor, which has been renamed the Alcoa Mariner, came out of the shipyard and crewed up and is due to sail on or about Monday. This leaves two ships of this company still in the drydock, being thoroughly reconditioned and they should be out shortly. They will all be put into the Bauxite trade for the Aluminum company.

After reading the daily press and also the Log and West Coast Sailor, I am of the opinion that each and every member of this organization should take just a few moments to sit down and write their respective Congressmen urging that they do everything in their power to stop the proposed bill which, if passed, will put the Merchant Marine under the jurisdiction of the Navy. Only by voicing our strenuous opposition to this bill and making our opposition heard in the right places can we defeat this vicious stab at our constitutional rights, the right to organize for collective bargaining.

If Mr. Everett M. Dirksen carries out his threat of introducing this bill to make all merchant seamen members of the Naval Reserve and if this bill is passed by Congress, it means the loss of the gains the merchant seamen have won through organization over a period of a great many years. This is still supposed to be a democratic country, and in the past few years we have been con-

Out Of The MAILBAG

New Orleans, La.
 January 16, 1941

Editor, Seafarers' Log
 Brothers:

As this is written, two bills are about due to come before Congress which may well mean the regimentation of all seamen to such an extent that progressive unionism will become just another manuscript in the museum of labor's struggles with capital.

No doubt an enormous amount of publicity will accomplish these bills with the usual ballyhoo about "national defense," patriotism, save democracy, etc. But beneath this fog designed to mislead and sway public opinion lies the plain fact that the poor working stiff is about due for another shellacking by a benevolent collection of parasites in Washington whose hunger for publicity, and perhaps other things, is far in excess of their zeal to protect honest working men's efforts to establish a sane and just standard of living.

The first of these bills, if passed, will authorize the induction of the entire merchant marine into the Naval Reserve. Very patriotic, but patriotism (being an ideal) cannot substitute for food to fill an empty stomach.

In the event of a war the seamen would be automatically called to active duty at Navy pay. An Able-Bodied Seaman would then get \$54 per month with no bonus or other means of increasing his pay, and he may even be required to buy uniforms. (Admirals must have something to inspect or their efficiency would be impaired.) How the little woman and junior at home are to get their coffee and cakes is of no interest to these self-styled super-patriots in Washington.

Then, after the emergency is over, you will be painlessly eliminated from the regular Navy and turned over to John Shipowner again, who will now be so fat with war profits that he will have millions of spare dollars to spend to insure our enslavement. You'll probably have to turn in your uniforms, so maybe you'll have to buy your rags from John Shipowner's slop-chest before you'll be able to work again. Very, very nice. It was all done for good old Uncle Sam, who even furnishes a National Guard to help the shipowner show you the error of your ways when you're hungry and go out on strike, attempting to insure your three squares and flop a day. Anyway, fellows, we'll all look cute in our snazzy gov's uniform.

The second of the Congressional brainstorms will give us (so they say) a very great amount of help in the form of another parasite who will be paid by Uncle Sam to help us ship out of our hiring halls (we'll be the suckers and pay the rent).

William W. Lamb, No. 161.

fronted with a great many such bills which would have worked to our detriment had it not been for the militant action taken by the SUP and the SIU. I am confident that we can take this bill in our stride too, the way we have defeated other phoney bills which would have shackled us.

The Ten Cent Taxi has finally signed a closed shop contract with the Teamsters and Chauffeurs Local here.

This Union maintained a picket line on this company for about seven months and finally won!

Fraternally yours,
 Robert A. Matthews.

SECRETARY-TREASURER'S REPORT

(Continued from Page 1)

AND NOT PUT THE UNION ON THE SPOT. They should draw up an official resolution embracing their opinions and the requested changes sought in the agreement; and then they should submit the resolution to the membership at a regular membership meeting, so that the entire membership, in meeting on a coastwise basis, may consider those opinions and requested changes sought in that particular agreement. And should the majority of the membership, assembled in meeting on a coastwise basis, vote in favor of the resolution, then your officials will have no other alternative but to meet with the company and negotiate the requested changes in the agreement as outlined in the resolution. I feel certain that the company will listen to reason and in most cases they will come across either in part or whole. **BUT IN THE MEANTIME, THE CREWS SHOULD SAIL THE SHIPS AND LIVE UP TO THE AGREEMENT, AND NOT JEOPARDIZE EVERYTHING THAT TOOK SO HARD A STRUGGLE ON PART OF THE MEMBERSHIP TO GET—OUR OWN HIRING HALLS—OUR CLOSED SHOP AGREEMENTS.**

Getting Things Straight

In speaking of violation of agreements, I wish to say that the membership should get two technical points clear in their minds.

First, there is a vast difference in striking a ship or refusing to sail a ship on the part of the crew or any part of the crew than in their refusing to further work for that particular company by serving a 24-hour notice of their desire to be paid off.

Second, no Union, or anybody else for that matter, has the right to compel anyone to sail a ship or continue his employment with any steamship company against his own will. Every member of this organization is a free man and has a right to work when he wants to and not to work when he wants to; but no member or minority group of members of this organization has the right to strike or refuse to sail any ship under agreement to our organization, without first obtaining the sanction of the Union through a majority vote of the membership assembled in meeting in all Branches. Rather than put the Union on the spot by striking or refusing to sail the ship, the crew should notify the master that they do not wish to be further employed by him or by the company which he represents. **DO NOT STRIKE THE SHIP NOR REFUSE TO SAIL THE SHIP—INFORM THE MASTER OF YOUR DESIRE TO QUIT AND DEMAND TO BE PAID OFF—GIVE THE MASTER AT LEAST A TWENTY-FOUR HOUR NOTICE!**

Keeping the Union Hiring Hall Is Up to Us!

In getting back to the subject of the move afoot to pass legislation to eliminate the Union hiring halls and replace them with government hiring halls, it must be remembered that if we can definitely prove to all concerned that we can and will live up to the agreements which the membership, through a majority vote, accepts and orders signed, we can knock any of the opposition's contentions and opinions as to why the government should control the hiring halls into a cocked hat. But if we, as an organization, and as individuals, cannot live up to that which we agree to in writing or seek amendments to these agreements in the proper collective bargaining manner, then we might just as well resign ourselves to eventually losing control of the hiring halls. I do not want the membership to become too pessimistic nor too optimistic, but I do want to give them a word of warning as to what is in the offing should we not go down the line to live up to the agreements which were negotiated and signed in good faith. I think the membership should begin to take some sort of definite action against any individual or minority group of individuals who take it upon themselves to perform and constantly violate our agreements. As I have said before, amendments to any agreement can be secured if only the membership will do it in the right way as heretofore outlined in this report.

Act Against "Performers"!

Another thing which is hurting us as an organization no end is the constant performing on the part of certain members while on board ship. If any member wants to go out on a drunk and perform, then he should either get a few days off from the job or else quit the job entirely and go out on his drunk and perform to his heart's content away from the ship; and when he has got it out of his system, he should then knuckle down and behave. I have before me a letter from District Representative Biggs in which he informs me that practically the entire crew of the S.S. Del Argentine, on her recent voyage to South America, went haywire and performed during the voyage. This is just the sort of thing that will also help to push legislation across which will take away our hiring halls and put them under government supervision.

It is high time the membership took some sort of definite action against these disrupters and performers.

If your organization is to survive, if our hiring halls are to survive, if our hard won gains are to be preserved, we have got to put a stop to this sort of thing by cracking down on those who, unintentionally or intentionally, seek to destroy all that we have built up through many years of hard struggles.

THE MEMBERSHIP SHOULD TAKE SOME SORT OF ACTION TO WEED OUT THIS SORT OF MEMBERS. I HOPE FOR THE SAKE OF THE PRESERVATION OF OUR ORGANIZATION AND ALL THE GAINS IT NOW ENJOYS AND THE FUTURE GAINS IT ANTICIPATES TO ENJOY, THAT THE MEMBERSHIP WILL DO IT NOW BEFORE IT IS TOO LATE. All members should be on the lookout for disrupters, especially those disrupters who have seeped into our ranks for the sole purpose of disrupting our organization.

Watch the Case of the "Montanan"

In closing, and in reference to the subject here discussed, I would like every member of this organization to watch closely the court case now in progress involving the Sailors Union of the Pacific and the American Hawaiian Steamship Company resulting over crew trouble which took place on board the S.S. Montanan some time ago. This case is a very important one, and its outcome will vitally affect all seamen's Unions. It is the duty of every member to acquaint himself with the particulars of this lawsuit in order that they might not involve the SIU in a similar suit. The court's decision will be a far reaching one, and that is all the more reason why

What's Doing—

Around The Ports

TEXAS CITY

January 7, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

Well we've done it again! Shipped every man on the beach, not a thing left on the shipping list. Got so bad here last week, I made nine revolutions around the block before I realized I was chasing myself, trying to get sailors. Gave up the ghost yesterday and wired New Orleans for one for the S.S. Margaret, of the Bull family.

The Seatrain New Jersey called for a utility man (black gang) with all ratings on sailing day. No smoke. Raised an O. S. to A.B. and shipped another O.S. The S.S. Antinous of Waterman was in, ded sulphur for New Zealand. Possible to get men. Held her about 18 hours, filled her by ing the Plow City for two 's and a M.M. It's about time the members stopped the old y of signing on in one port, changing their minds by the one.

Tri-ism, NMU style; the sburgh loaded hi-test gas in ton and Corpus for the Far The crew wanted to know the bonus. The papers told it was no squawk for, just refusing to supply an power with stores to be used at us. Result: the ship laid Corpus a couple of days and sailed. How come? Did Stand word it was O.K.??

by the papers that the wners have lined up another d politician to introduce legon to put the seamen under Naval Reserve. Did it ever you as strange that it is 's some inland state that lies these seamen's bills?

Hansen who got hurt on Seatrain Texas in August has been in the dry-dock was launched for a long re-ating period Saturday night. for his home in Florida. going, Charlie.

my, it takes three years to me an A.B. Yet, the selective ce can't see where seamen

should be exempted from learning to tote a rifle. Every day it is being shown that these rust-buckets are playing a more important part in the "defense program," but still no exemption. The fink schools are still grinding along turning out so-called seamen who get seasick when in sight of a bar, but men that have gone to sea for years are being taught to wade around in mud. Somebody is slipping someplace!

January, 10, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

There ought to be a law against it! It's all right to sell ships to anyone that has the needed change, BUT when they start selling Bro. Collins' Navy, that's the limit. Yep, sad but true, according to the local press, the floating rust-bucket Marsadok is sold to a Sydney, N.S.W. outfit. You old-timers that rode this ship in years gone by will mark her passing as one of the old faithfuls. This will leave the Range Line with two ships, the Suweid and the Plow City. Between selling ships, the fink training schools and the draft, a seaman today doesn't know whether he is coming or going.

The draft is really knocking a hole in the ranks of the seafaring class. From what I can understand, the draft board is afraid of having the same thing happen this time as happened last time. All hands that didn't want to join the army claimed to be seamen and were exempted. Seems to me that it would be easy to check a man's papers and find out whether or not he is a legit seaman or not. If a man has been going to sea less than a year, this would leave a reasonable doubt, and then the draft board should use its own discretion; but when a man has put enough time in at sea to get his chipping hammer papers, it should be clear even to a draft board that that man is of more use to his country at sea than he would ever be learning to salute or handle a rifle. No matter if we do or don't get in on this free for all that is going on in Europe, Uncle Sam will need all the experienced sailors that he can find.

SAVANNAH

January 14, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

Activities in Savannah have slowed down again after the holidays.

Had the S.S. Marsadak in Wilmington, N. C., the other day and shipped them five (5) replacements. When she moved down from Wilmington, N. C., to Charleston, S. C., we sent her two (2) more replacements.

Also had the S.S. West Madaka in here the other day and all the members of the crew seem to be well satisfied with the new Waterman S.S. Co. agreement.

Sent one coal-burning fireman to the S.S. David H. Atwater and the S.S. Steel Makers is arriving today and is asking for one (1) A.B. and one (1) Ordinary Seaman.

Also informed the crews on the Savannah Line ships to send all material for a new agreement to the negotiating committee in New York.

Things seem to be running fairly smooth at the present time and shipping is still slow.

Steady as she goes.
Charles Waid, Agent
Savannah Branch

If they keep taking seamen in the draft what is the outcome, ships will be short of men to man, and the Navy will try to take over. This comes right back to the start of the whole thing. The Government spends bucko jack training men to man the battle wagons, but put these men on a freight wagon and they are lost.

Been rather a slow week here, got a few men back on the shipping list, so expect things to start booming again tomorrow as the Marsadok and Far Easter are both due.

Steady as she goes.
Armstrong

Distressed Ships Make For Port

Pounded by waves caused by the worst storm in the North Atlantic this winter, two ships of the American West African Line reported that they were in distress within 300 miles of the East coast this week. They were the West Kebar and the Otho. Both were reported carrying passengers and tropical cargo, including a consignment of wild animals. At last reports, the two vessels were said to have pulled through, after reporting leaks in their holds. Accompanied by Coast Guard cutters, they were believed to be making for port at Boston, Mass. in good order.

Incidentally, the S. S. Coelleda, manned by a S.I.U. crew, was the first ship to reach the side of the distressed West Kebar. It was the signals sent from the Coelleda that brought the Coast Guard cutters to the scene to aid in bringing the West Kebar safely to port.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

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BALTIMORE

News and Views

Food for Thought -- Dangerous Legislation Aluminum Name Changes -- Draft Trouble

Baltimore, Md., January 14.—Shipping has slacked off somewhat after the heavy holiday season, but the branch is maintaining a ninety a week average that provides a fairly good turnover considering the usual 200 member beach list, normal for this port.

No new ships have been crewed up here recently, but beginning at the end of this month when the ROBIN LOCKSLEY is scheduled to be ready, an average of two new ships a month will be about right.

Food for Thought

The new shipbuilding program calling for approximately 700 ships in four years should give members and officials something to think about seriously in the way of granting permits and opening the books to new members. By the end of this year these ships of the new United States Merchant Marine will be sliding down the ways at the rate of one a day, and the question is: who is going to crew them up? The organization with the membership will get these jobs.

If the SIU-SUP has the men, then we'll get the ships. If the NMU has the men, the NMU will get the ships. If the Maritime Commissions has the men, and you can bet your boots they will have them, then the Maritime Commission trainees will get the ships.

The Union whose membership and officials are farsighted enough to see ahead to this time next year and is ready to fill any kind of demand for men, will be the union that will go to the top. A good system of apprenticeship training set up and controlled by the SIU-SUP which would provide a reservoir of new men, but at the same time avoid jamming beach lists, is called for.

Dangerous Legislation

The new session of Congress is apparently bent on putting the heat on the seafaring unions. The bill to put all seamen into the Naval Reserve won't get anywhere chiefly because the Reserve officials turn pale at the thought of what 60,000 merchant seamen would do to the Navy. First thing you know we'd have the Admirals demanding overtime for having to clean their gold stripes.

However, although the Naval Reserve bill will undoubtedly be a flop, the bill listing the mer-

chant marine as a defense industry and the banning of strikes or other militant action consequently, will undoubtedly be approved. Just how beefs will be settled from there on is impossible of forecast, but it is believed that some sort of Government arbitration board will be set up to handle all labor disputes connected with defense.

Our old friend HR-6881, the bill to put the seamen under Longshoremen's Compensation Act, is also due to pop up again soon, but the unions have their eye on it and are ready to chase it under cover as soon as it appears.

In view of this type of legislation, the SIU's foresight in opening an office in Washington was good business, as Secretary-Treasurer Gretcher can nip a lot of that stuff in the bud as soon as it develops.

Aluminum Name Changes

The Aluminum Line's changing their names of their ships has some of the members confused as to just which ship is which, so in our usual spirit of helpfulness we list the ships with their new names:

POINT CALETA — ALCOA CADET; POINT PALMAS — ALCOA PILOT; POINT BRAVA — ALCOA GUIDE; POINT SALINAS — ALCOA SCOUT; POINT CHICO — ALCOA GUARD; SCHODACK — ALCOA LEADER; SARCOXIE — ALCOA RANGER; COELLEDA — ALCOA MASTER; BRUSH — ALCOA TRADER; ELWYN C. HALE — ALCOA TRANSPORT; WAUKAU — ALCOA VOYAGER — POUGHKEEPSIE — ALCOA CARRIER; DAVENPORT — ALCOA SHIPPER; NEW WINDSOR — ALCOA MARINER.

The Line has nine ships abuilding, and according to some inside dope is in the market for two more old-timers now laid up in the James River. We look for this outfit to eventually become the largest fleet afloat, and there is already some talk of them entering the intercoastal and passenger business.

Draft Trouble

There has been a considerable amount of trouble around here lately due to members registered in the draft not obtaining permits to sail. The commissioners are not signing on men who registered in Maryland or who gave their home address as Maryland

(Continued on Page 4)

member of the SIU should fully read and digest this case.

would like to call it to the attention of the membership that 041 Hospital, Burial and Shipwreck Assessment is now collected therefore any member who wishes to retire must pay this assessment along with the other two assessments and his dues up to for the current month before his membership book will be ad for retirement and a retiring card issued in lieu thereof.

wish to call it to the attention of the membership that the nt voting on officials will continue until February 10, 1941, pursuant to a motion passed at the Mobile Branch meeting of December 2, 1940, and accepted by the rest of the Branches the following This means that the present voting will terminate on February 10, with the membership having its last opportunity to vote regular business meeting scheduled to be held on that day in the Branches.

During the week I finally caught up with one W. D. Lantz, has been sailing on SIU ships and posing as a SIU member the past year and a half. Lantz was using book number G-104 upon having his book picked up and checking same I found he had been using book number 104 which was originally d to Brother Andrew Hansen. I presume that Lantz had d this book belonging to Brother Hansen and had eradicated son's name therefrom and inserted his own name therein. The bership should be on the constant lookout for similar cases his kind, and I assure the membership that we here at Headquarters will eventually catch up with all such phonies by keeping constant check on the dues account cards which is now possible due to the fact that both the dues account cards of the for-Atlantic District and the Gulf District are now assembled in office.

Sydney Gretcher, Secretary-Treasurer

Notice to Seamen Subject To Selective Service

An increasing number of SIU members are being called up for Army service under the draft regulations.

Many are under the impression that seamen are to be deferred from the draft.

There is no doubt that it is very illogical for seamen who have spent years on ships to get the proper training to be called for service in the Army, when the merchant marine is short of skilled and trained personnel—particularly in view of the tremendous shipbuilding program now being undertaken which will require hundreds of new vessels to be adequately manned in the very near future.

But there is no general, wholesale provision for the deferment of seamen from the draft. What can be done, however, is this:

When you are called up before the draft board to fill out your questionnaire, write in the space provided for classification for deferment: "2-A Because of the shortage of American Merchant seamen."

Individual Deferment Request

A separate letter should also be sent at once to the local Draft Board Chairman as follows:

To the Draft Board Chairman:

Dear Sir:

My name is _____, I have filled out my questionnaire and received Order Number _____. I am an _____, merchant seaman and have been actively engaged in the merchant marine for the past _____ years. I am asking for occupational deferment and to be placed in Class 2-A. I do this because there is a serious shortage of skilled seamen and I feel I can better serve as an active merchant seaman, hauling supplies for the vital defense projects which this country has undertaken.

I ask you to give my case your serious consideration.

Respectfully,

(signed)

Certified by the U. S. Bureau of Marine Inspection—A.B. or O.S. Oiler, Fireman, Steward, Messman, etc. Certificate No. _____

In addition, contact the local union offices for an official letter from the SIU backing up your request for deferment. Also, some steamship companies have indicated that they, too, are willing to furnish seamen with similar letters requesting their deferment. The Union is engaged at present in obtaining from the Selective Service further clarification on this subject and will make known any new information as soon as received.

Permits to Sail Out of the Country

In order to assure yourself against any possible penalty for non-compliance, it is best that you make sure to get a Permit from your local Draft Board if you intend to sail on a ship that hits foreign ports. In ANY case, leave with the Draft Board the name of your ship and the address of the steamship company to which your ship belongs, so that they will be able to contact you at once in case of notification.

Bill Provides For Arming of Merchant Ships

A \$1,209,000,000 appropriations bill was up before Congress this week to meet requirements for Naval expansion. The bulk of the appropriations is to go towards building 280 naval auxiliary craft such as submarine chasers, mine sweepers and motor torpedo boats.

A substantial sum is to go towards building up a reserve of armor plate and four-inch guns to arm merchant ships.

Speaking at a hearing before the Naval Affairs Committee, Admiral W. R. Furlong said the United States Navy desires to build up a large reserve of guns so that this country's 1,861 merchant vessels could be armed in event of war.

CTU Wins NLRB Decision vs. Mooremac

In a decision dated January 2, the National Labor Relations Board ordered the reinstatement of eight members of the RADIO OFFICERS UNION, Marine Division, Commercial Telegraphers Union, to the jobs they held as

Filipino Seamen Report Twelve Raiders at Large

Ninety-eight Filipino seamen, landing in Manila after spending several weeks in the holds of three German raiders who sunk the ships they were sailing on early in December, reported that twelve other German raiders were operating in the Pacific and that a dozen more were outfitting in Japanese ports.

The seamen were survivors of British merchant ships sunk by the raiders. The Filipinos said the raiders appeared to operate in close cooperation with Japanese ships. The men had been held until December 21, when they were landed at Emirau Island. They reached Townsville, Australia, via New Guinea on a British ship January 1 and left for the Philippines January 7, arriving at Manila last Sunday.

Radio Officers on vessels of the Moore & McCormack Company, Inc., in 1937. Full back pay for all time lost was an important part of the decision.

Providence:

Cites S.I.U. Crew's Seamanship to Blast M.C. Fink Training

From a clipping from the Providence Bulletin of Jan. 14, 1941 (sent in by Agent Frank Berry), we gather the following information:

Brother Leonard M. Moura, SIU No. 6466, went to the rail on the Colonial Line's S.S. Arrow that morning to throw over a pail of oil waste. The ship was moving under a full head of steam at 18 knots an hour and Bro. Moura lost his balance and went overboard. The alarm for a man overboard was raised at 4:10 A.M. and in exactly 16 minutes the Arrow was on her course again.

Moura was seen swimming in the beam of a searchlight, immediately a lifeboat was lowered in record time, and the seaman was rowed back to the ship. He was carried aboard and into the engine room. There he was wrapped in hot blankets and hot soup was given him. The rescue was effected efficiently, promptly and without a hitch.

Agent Berry accompanies his clipping with the following apt comment:

"Am sending you this clipping as I believe that the time (16 minutes) with the ship going at 18 knots is a good example of how a merchant crew trained on board a merchant ship shows the results of practical training instead of phoney training, i.e., Maritime Commission training.

"There was a gale blowing at the time and I believe the Seafarers' boat's crew really performed an A-1 piece of seamanship in this rescue.

"The only way to train seamen is on the ship at sea under the command of other seamen, not in a school by schoolteachers."

Frank Berry

Eastern Opens N.Y. to Nassau Service

Beginning with Saturday, January 18, the Eastern Steamship Company will run a New York-Nassau service, R. U. Parker, passenger traffic manager announced. The line's S.S. Evangeline will sail from New York every Saturday and arrive in Nassau every Tuesday. She will leave Nassau on Wednesdays and land in New York on Fridays. The service is expected to continue through April.

Arrangements for this run were held up pending negotiations with the Seafarers International Union. A final agreement provides that the Evangeline is to work under the same union working conditions that the line's S.S. Acadia worked under last Summer. Should the company later decide on a Miami-Nassau run for any of its vessels, negotiations will be opened immediately with the union and all vessels hitting Nassau, including the Evangeline, will come under the same working conditions, agreed on between the company and the union, prevailing on that run on SIU boats.

Voting on SIU Officers to Continue Until Feb. 10

In accordance with a motion passed by the Mobile Branch on December 2, 1940 and concurred in by all the other branches at subsequent meetings, the election referendum on officers for the Atlantic & Gulf District of the Seafarers' International Union of North America is to continue until February 10, 1941.

This is to make up for time lost by branches in receiving ballots during the first part of December, 1940.

There are barely three (3) weeks left for members of the S.I.U. to exercise their democratic right to elect officials of their own choice. Do not fail to take advantage of this right in the time left!

Ballots may be cast at the regular Monday night membership meetings. A balloting committee is also at hand in the union halls every day, usually at noon hour, in order to facilitate voting.

Do your duty! Vote for officers capable of conducting the union's affairs in the coming year in the best interests of the rank and file! VOTE NOW!

NMU Negotiations Start with Big Talk; Tone Down Fast

Starting out with announcements in the press that they would accept no less than a flat 25 per cent increase in basic pay and a flat \$125 monthly war bonus, Curran and Co. fast showed that this talk was just the usual hot air, in the NMU's current negotiations with the American Merchant Marine Institute. Usually, this kind of vapid big talk is followed up by a foul betrayal of the interests of the membership. It is still not known what final terms will be reached by the negotiators, but there are straws in the wind.

After the operators came back with counter-proposals to grant the NMU men a \$2.50 increase in basic monthly pay and a \$1 per day war bonus, as well as an increase in overtime from 70 to 80 cents per hour—conditions which have been long surpassed on SIU ships—the negotiators headed by "No Coffee Time" came off their fake high horse to a point of virtually knuckling under to the shipowners. As things stand now, Curran and Co. announce that they are ready to accept a \$7.50 increase in monthly pay and war bonuses ranging from \$30 to \$50 tops per month, but even these

terms—though they are a terrific comedown from the original "demands"—are not yet final. More meetings between the negotiators are still scheduled.

The increase in overtime, which would bring it up to the standard established by the Seafarers International Union since last May, seems to be the only definite gain assured. But even this was not achieved on the initiative of Curran and his cronies. The shipowners themselves made the offer to begin with—it was so obviously in order after the SIU had achieved it on all its ships.

Thus, in spite of the sweeping but empty gestures with which the NMU officialdom began their negotiations, it is already obvious that whatever they obtain in the negotiations will only be catching up with SIU standards. We can confidently predict that in the coming negotiations between the SIU and the shipowners under contract with this union, the new agreements of the NMU will once again be far outstripped.

The SIU continues to be in the vanguard of obtaining better wages and working conditions for the seamen on the East Coast.

BALTIMORE

News and Views

(Continued from Page 3)

unless they have the permits. Members who registered in other states are not being detained here, provided that they have written to their local board requesting the permit. To avoid a lot of headaches, it would be best for all members to carry out the provisions of the Act. The Draft has not swung into full operation yet, but eventually the penalties will start being applied, and there's no sense in anyone getting into a jam just because he forgot or neglected to do what he was supposed to do.

The sailing of MMT's Berkshire to take over the Nassau-Miami run, originally scheduled for an Eastern SS ship, is another example of the NMU's phoney throat-cutting tactics. On that particular run, the SIU was holding out for a decent working agreement in line with the conditions the men on the P&Q Line enjoy in order that the last-named outfit, which also operates out of Miami, would not be placed

at a disadvantage. However, the NMU crew on the Berkshire will take the run under the phoniest agreement ever written. One that provides among other things that the company has the right to promote, hire, transfer, or re-transfer any man who has a year's service or more with the Company.

We're willing to bet that Harry Bridges' five-year-plan sellout on the Coast will result in the keeping under cover of the FBI report on his activities. The Companies look on 'Arry as their white-haired boy now and are scared to death in case he might be replaced by someone with a drop of the old 1934-35 militancy in his blood. However, maybe Bridges hasn't been so smart; he's been bossing the longshoremen so long he thinks he can get away with murder, but the West Coast boys will soon kick over the traces and Harry along with them, when the Atlantic and Gulf longshoremen get their new agreements.

W. H. Elkins, Agent