

## Lundeberg In East For ILO Conference

### Agents' Conference Charts Future Course Of A & G Dist. Union

NEW ORLEANS, La.—Following the Convention of the Seafarers International Union of North America held here, the agents from all the ports of the Atlantic and Gulf District of the Union held a coastwise conference, early this month, Brother John Hawk, Secretary-Treasurer of the District reports.

Important matters affecting the future course of the District were thrashed out and suggestions to better the Union were ordered brought before the branch memberships for their discussion and action.

#### MWEB Blasted

Highlights of the affairs discussed and actions taken by the agents' conference are as follows:

1: A resolution assailing the record of the Maritime War Emergency Board in recently slashing the seamen's bonuses, which also calls for the removal of Capt. E. (Shell-and-Pea-Game) Macauley from that same Board—which passed at the Convention—was concurred with and submitted to the branches for membership action.

#### Ask Army For Passes

2: A resolution on the gaining of passes for representatives of the Union to enter Army docks and board vessels under contract to the union berthed therein was concurred in.

The measure points out that some of the Army Officials are

breaking the law in denying the seamen the right of having their existing disputes straightened out while vessels are at such docks. For this is guaranteed under provisions of the Labor Laws.

The same resolution also declares that all the elected officials of the SIU of NA are under oath to uphold the democratic principles of this country and to condemn Communism, Fascism and Naziism. And they are also certified by their U. S. Coast Guard passes.

The officers of the Union were instructed to make every effort to gain the required passes that will aid in the settlement of disputes and aid the war effort by

(Continued from Page 6)

### Bob Watt Named Delegate To ILO Phila. Conference

WASHINGTON, D. C.—President Roosevelt will appoint Robert J. Watt, international representative of the AFL, as the American workers' delegate to the conference of the International Labor Organization which opens April 20 in Philadelphia, the Dept. of Labor has announced.

It was also disclosed that President Green, Sec'y-Treasurer George Meany and Vice-President Mathew Woll will be appointed labor advisers to the American delegation at the conference.

The recent campaign of the CIO to seat their hybrid organization has resulted in failure; giving the AFL a complete and sweeping victory.

Watt has served as the American workers' delegate to the ILO since 1937 and is a member of its governing body.

The AFL victory came after a demonstration of strength when they informed President Roosevelt of the AFL's flat rejection of the CIO's demand for representation at the conference.

### John Hawk, M. Dushane And M. Weisberger Named As Advisors

#### Ask Discussion Of 'Seafarers' Charter'

MONTREAL (ILO)—Discussion of a projected eleven-point "seafarers' charter" should be marked prominently on the agenda for the next meeting of the Joint Maritime Commission, the Consultant Sub-Committee of the Commission has suggested to the International Labor Office at a recent meeting of the sub-committee in London.

The sub-committee likewise proposed that the next meeting of the Commission be held in September, 1944, if possible. The resolution comprising the eleven points of the proposed charter was adopted by the International Seafarers' Conference in December, 1943, and includes such important subjects as: wages, contracts, training, hours, leave, accommodations, safety hygiene, social insurance, trade union recognition, and general rights and obligations of seafarers.

#### "Wire to Seafarers Log:

"Have been appointed by the AFL to represent American Seamen at International Labor Conference starting April 20, Philadelphia. Have appointed "Duke" Dushane, "Whitey" Hawk and Morris Weisberger as International Representatives to help in Conference to protect American Seamen's rights. Will fight any attempt to lower American Seamen's standards, wages and conditions to that of European seamen. Our fight will be to protect our interests and fight to get foreign seamen up to American union standards which today are the best in the world.

"HARRY LUNDEBERG."

Full details of International Labor Organization (ILO) Conference and the American Seamen's delegates will be published in the next issue of the LOG.

## Atlantic And Gulf District Sec'y-Treasurer's Report To 2nd Biennial Convention

By JOHN HAWK

It has been two years since I gave to the delegates of our International, an accounting of the affairs of the Atlantic & Gulf District. My last report was made to you in March 1942, when I traced the history of our district from its inception to that time. I propose now to report the work and progress of the District from the time of our last convention to the present. In spite of the combined collusive efforts of the NMU

representatives to strangle our growth, our membership has increased approximately 15,000 and our finances have increased approximately \$200,000 since our first convention.

Today there is a much improved situation on the East Coast in regard to the relative strength of the SIU and the National Maritime Union. Whereas at the time of the last convention there was a considerable body of good rank and file seamen in the NMU who honestly believed that the SIU was a phoney outfit; today the majority of these men have come to realize that it is the SIU that has consistently fought for the rights of all men who go to sea and consistently wins the best conditions in the industry.

While the NMU is still the slightly dominant group of the East Coast as far as the size of membership is concerned, it has been exposed by us as an out and out tool of the shipowners and its

membership is turning more and more to the SIU for leadership in the struggle for conditions. The bankruptcy of the NMU leadership was made crystal clear this winter when it presented to the War Labor Board a demand that its wage structure and working conditions be improved to the level of those won by the SIU.

#### NMU SHIPOWNER'S 5th COLUMN

No greater testimony of our success as union fighters could be given than when the Commie wind-artists finally admitted that they had been unable to win SIU conditions by themselves and appealed to the government to give it to them by decree.

This opened the eyes of the NMU rank and file, and wide!

I give emphasis to the attitudes of the NMU

(Continued on Page 4)

### A CAMPAIGN FOR SILENCE!

The Labor League for Human Rights, an AFL Committee in the war effort has announced a new campaign for silence on the sailing of ships, troops and supplies, etc.

They point out that military authorities are stressing the campaign which will teach Americans that "free speech is not synonymous with careless talk.

It is also declared that a careless word means loss of lives—if not our own, some of our shipmates. No one wants to give information to the enemy.

**Zip the Lips and Save the Ships, Brothers!**

(1)

### Corruption Is Charged In USS Hotel

The Seamen in the Port of Norfolk, Va., have begun a picket line around the Hotel Fairfax of the United Seamen's Services because of its treatment of the average seaman that sails war waters. For the USS in that port has completely failed in its alleged aims.

A reign of rottenness, larceny and corruption has been the condition under the present mismanagement.

Complaints are answered with a snotty: "Go away — you're drunk," by the staff, according to a telegram received by the Atlantic and Gulf District of the SIU and referred to the LOG at press time.

The telegram follows in full:

April 19, 1944

John Hawk, Sec'y-Treasurer, Seafarers International Union Of North America, 2 Stone Street, New York, N. Y.

United Seamen's Service of Port of Norfolk has failed com-

(Continued on Page 8)



# SEAFARERS LOG

Published by the  
SEAFARERS' INTERNATIONAL UNION  
OF NORTH AMERICA  
Atlantic and Gulf District

Affiliated with the American Federation of Labor

HARRY LUNDEBERG - - - - - President  
110 Market Street, San Francisco, Calif.

JOHN HAWK - - - - - Secy-Treas.  
P. O. Box 25, Station P., New York City

MATTHEW DUSHANE - - - - - Washington Rep.  
424 5th Street, N. W., Washington, D. C.

## Directory of Branches

| BRANCH           | ADDRESS            | PHONE               |
|------------------|--------------------|---------------------|
| NEW YORK (4)     | 2 Stone St.        | BOWling Green 9-... |
| BOSTON (10)      | 330 Atlantic Ave.  | Liberty 4057        |
| BALTIMORE (2)    | 14 North Gay St.   | Calvert 4539        |
| PHILADELPHIA     | 6 North 6th St.    | Lombard 7651        |
| NORFOLK          | 25 Commercial Pl.  | Norfolk 4-1083      |
| NEW ORLEANS (16) | 324 Chartres St.   | Canal 3336          |
| SAVANNAH         | 218 East Bay St.   | Savannah 3-1728     |
| TAMPA            | 423 East Platt St. | Tampa MM-1323       |
| MOBILE           | 7 St. Michael St.  | Dial 2-1392         |
| PUERTO RICO      | 45 Ponce de Leon   | Puerto de Tierra    |
| GALVESTON        | 219 20th Street    | Galveston 2-8043    |

## PUBLICATION OFFICE:

Room 213, 2 Stone Street  
New York City (4) BOWling Green 9-8346

267



# REPORT ON WASHINGTON

• BY MATTHEW DUSHANE •

TO: ALL AGENTS OF UNIONS  
AFFILIATED WITH THE SIU.

Dear Sir and Brothers:

I hereby submit a report on a meeting held by the Maritime War Emergency Board. This meeting was called by the board at the request of the Union, because the union protested the MWEB decision in slashing of the bonuses without following the procedure outlined in the Statement of Policy. Meeting was held on April 12, 1944.

As per instructions from the Union I again challenged the Board with overstepping their jurisdiction in making a decision, without a dispute being submitted to the Board by either the Union or Employer, which is the procedure outlined in the Statement of Policy.

Ever since the Board has been established they have overstepped their authority in making decisions, they still contend that they have the responsibility of upping or lowering the bonuses,

as the war risks increase or decrease. The union does not deny this fact, however, the union contends that they do not have the authority to make any decisions before a dispute has been submitted to the board.

## Sub Menace Increased

Material was submitted to the Board that for the month of March, the submarine menace has increased, and that there were more sinkings in that month than for the month of February.

The Board was again informed that the Union takes the position that sinkings by submarine is not the only factor involved as a war risk. Ships are still running in blackouts, there is the risk of running without the peace time aids to navigation, risks of collisions in convoys. These and other dangers to seamen, result from Wartime operations, and are certainly War Risks, and not Marine Risks usually defined in Admiralty cases.

There are several Government

Agencies that make rulings that to the average person look like a screwy set-up. Congressmen have also been baffled by some of these decisions. The Government agencies that have made some of these screwy decisions, have used radio time and other means of informing the public why they made their decisions, they have made several attempts to justify the action that they have taken.

Mr. Macauley, Chairman of the Board, made a statement that the Board has been under a terrific and tremendous pressure for keeping the bonus at the 100 per cent level, in the face of all the statements in the press and elsewhere that the submarine menace has been under control.

## Incompetence Charged

I charged the chairman with being incompetent in his duties for not trying to bring the facts to the American public on the true status of the merchant seamen, and the mythical amount

(Continued on Page 7)

# Washington Confusionists Expose MWEB

Prize revelation of the week is the fact that the Washington bureaucrats are unorganized themselves. For the Office of War Information has exposed the filthy mechanics of the Shell-and-Pea-Game Maritime War Emergency Board and their double-dealing on the seamen's bonuses. Therefore the *Seafarers Log* analyzes the releases.

On page 12 of the OWI's "U. S. Labor Press Service" of their bulletin dated April 10, 1944, under the sub-heading of "Labor on the Sea," the OWI declares in twin columns on opposite sides of the two-column page:

## A: "SEAMEN NEEDED FOR MERCHANT SHIPS.

"\*\*\* pay from \$200 to \$250 a month for able seamen, \$250 and higher for engineers\*\*\*"

"A mate, engineer or able seaman who has papers, or who once held papers, is eligible, WSA said.\*\*\*"

## B: "WAR RISK PAYMENTS TO SEAMEN REVISED.

"\*\*\*As a result of the shifting war theaters, payments will be reduced in safer areas, and increased in hazardous areas." (Release to the OWI, from the Maritime War Emergency Board, ex-facto Erich "Triple-Con-Man" Neilsen).

From here on the same release must be taken apart and analysed almost paragraph by paragraph, each with its particular comment. For the joint-statement issued by President Roosevelt and Prime Minister Churchill through U. S. Sec'y of the Navy, Frank Knox, on Sunday, April 9, discloses that sinkings of ships by submarines were higher in March than in February and gives the lie to the MWEB's statement quoted above. (Trans-Radio Broadcast, 4/9/44, 11 P.M. E.W.T.)

The MWEB bulletin continues:

"Under the new ruling, \$5 a day additional will be paid to crews on ships in the sea approaches to war combat areas. A voyage bonus of 100 per cent will be paid officers and men in voyages passing through sea approaches to combat areas, with a minimum of \$100 for unlicensed personnel." (LOG's emphasis).

## COMMENT AND TRUE FACTS

1: \$5 a day additional has been paid seamen in actual combat areas, and is now paid only in combat areas.

(a): True the actual combat areas have been extended a few degrees; but

(b): "The sea approaches to war combat areas" commence when a vessel leaves a port in the

## — AN EDITORIAL — COMMENTS AND TRUE FACTS

United States for even at the entrance of the harbor the danger of attack exists.

Therefore, the MWEB statement of "100 per cent being paid in sea approaches to combat areas" is incorrect. This is shown in point 2;

2: 100% with a minimum of \$100 has been paid formerly in ALL areas—with the exception of the close runs on the Pacific Coast in coastal and inter-coastal ports which paid 40% and now pay 25%. But now 100% is paid only in the actual combat areas and not the approaches thereto. 66 2/3% is paid for the approaching areas, or a minimum of \$80. (The same sub-paragraphs as above apply).

In essence the Maritime War Emergency Board "gives" the seamen two cents and takes away \$100—for the dangers and hazards still exist and war may take a seaman at the harbor's mouth.

The MWEB statement goes on:

"A new bonus of \$125 will be paid to each of the crew on ships destroyed or substantially damaged by enemy attack, or if any member of the crew is killed or injured in an attack. This bonus will be paid no matter where the ship is located when the attack occurred. This replaces the present bonus paid only for attacks occurring while the ship was in port." (LOG's emphasis).

## COMMENT AND TRUE FACTS

Again the Shell-and-Pea-Game artists of the Maritime War Emergency Board play the game of giving the seamen two cents and taking away \$100: For the Board's decision reads in essence that "one attack bonus shall be paid during any one passage" regardless of whether or not the ship was attacked or bombed fifty times. Further, even if a crew member were killed on the second or the fifth attack during the said passage not even his estate would be paid, according to a recent announcement by Erich "Triple-Con-Man" Neilsen.

But the progressively mounting hazards, nerve strain and dangers to the crew members would remain progressively mounting in mathematical calculation.

Again a quote from the MWEB piece:

"A recent study showed that the average total earnings, including war risk payments, on Liberty ships for off-shore voyages was \$244.50 a month for ordinary seamen, and \$775 for masters, exclusive of food and lodging. Under the new rates, the average will be slightly lower. However, the pay on voyages to actual combat areas will be higher." (LOG's emphasis).

1: The MWEB's "recent study" apparently was based upon the peak of sinkings which admittedly were high. But despite their high rate the Maritime War Emergency Board at that time made no move to increase the seamen's bonuses on a mounting scale for the mounting dangers encountered.

2: The "new" rates certainly will be lower—just about the base pay—which the Board has absolutely no power to alter—that is cited as "\$82.50 a month for ordinary seamen to \$418 a month for masters."

3: While pay in the actual combat areas may accrue higher than formerly, through the widened area, the actual bonus rates remained the same and the overall pay is reduced because of the lesser percentage in the approaching areas from the harbor mouth of departure, the stoppage of bonuses while in ports, in the West Indies, Central and South America.

Thus, again the two cents for the \$100 taken out of the seamen's pockets by the Maritime War Emergency Board prevails. But the biggest lie that the MWEB ever uttered comes in the next paragraph of their release. As follows:

"The board, after meetings, called as a result of the protests from Maritime unions, declined to postpone the effective date of the new bonus rates." (LOG's emphasis).

## COMMENT AND TRUE FACTS

As far as this goes it is one of the most despicable tricks that any of the piddling puddle sailors in Washington have ever pulled on the seamen from their swivel chairs. For three facts stand out very distinctly in that assertion:

First: The MWEB cut the bonus after a meeting of the protesting union officials on Feb. 23, and made the effective date April 1, despite continued written protests.

Second: These protests resulted in the calling of another meeting for April 12 to hear the further complaints of the seamen through their representatives on the MWEB Advisory Committee.

Third: The release of MWEB saying that their decision would not be postponed as a result of the April 12 meeting was published by the OWI on April 10, two days before the meeting was actually held or any complaints set forth.

Immediately following the meeting of the Advisory Committee the MWEB falsely charged through its

(Continued on Page 4)



# SUP-SIU Fight MWEB On Bonus Slashes; NMU's Role Exposed

WASHINGTON, D. C.—The official position of the NMU on the bonus as portrayed by their officials Frederick Myers and Howard McKenzie is a weird and wonderful thing to hear, say others who represented the fighting AFL Seamen's Unions at the April 12 meeting of the Maritime War Emergency Board held here.

With much wind about how they were fighting for their conditions before the War Labor Board the NMU representatives tried to turn the meeting into a shambles. Said Myers—the man the Dodgers deported from Brooklyn—for the record:

"The NMU is not too concerned with the decisions reached. But what they were concerned about, were the NMU widows and orphans, and they had concrete insurance proposals to take care of those widows and orphans."

(In other words—to hell with the seamen and their earning capacity—to hear Myers and McKenzie of the NMU speak their piece.)

## "Pot Of Gold"

Myers continued with his statement by declaring that the bonus for seamen, "was a Pot of Gold and the pot was about empty." Thus he and McKenzie gave the Board an automatic out for their recent bureaucratic decision in cutting the bonus rates for men sailing war waters.

Myers continued: "That, they, the NMU, were only interested in upping wages," and wouldn't consider the bonus while their NMU's frantic plea for the wages and conditions gained in the industry by the AFL seamen's unions was pending before the War Labor Board.

McKenzie enlarged upon the NMU's matter before the War Labor Board knowing as did Myers that the MWEB had absolutely no jurisdiction over collective bargaining agreements and the wages and conditions thus arrived at.

He concurred in everything that Myers said and alleged that the bonuses for all seamen were

secondary to the NMU's wage case and that in trying to restore the bonus to it level before the MWEB's drastic cuts the NMU was "beating a dead horse to death." (His actual words: Ed.)

## Sinister Game

Despite this the representatives of the AFL unions exposed Erich (Triple-Con-Man) Neilsen—Sec'y of the MWEB—and Capt. E. (Shell-and-Pea-Game) Macauley as a pair pulling a sinister game.

For Neilsen introduced a chart which attempted to predicate the cuts of the bonuses on what he termed as the decline in the losses of United Nations shipping.

Brother John Hawk, Sec'y-Treasurer of the Atlantic and Gulf District of the SIU pointed out that the bonuses were granted on the dangers to American shipping, and were increased when the first American ships were sunk prior to the entry of the U.S. into the war, and certainly not on the basis of losses of United Nations shipping, before or after we entered the war.

## Agree With SUP-SIU

The Masters, Mates and Pilots, represented by Mr. Higginbottom concurred unanimously with the SUP-SIU position and their recommendations on the bonus dispute, and presented evidence to show that their position was correct.

President Hogan, representative of the Marine Engineers Beneficial Ass'n, affiliated with the CIO, supported the stand of the Masters, Mates and Pilots, which in essence means that the MEBA was in full accord with the SUP-SIU proposals including the recommendation for the removal of Mister E. Macauley from the MWEB.

Burke of the Marine Cooks and Stewards also supported every

(Continued on Page 7)

## Buy War Bonds

The membership of the Seafarers International Union is urged to invest part of every pay-off in War Bonds and Stamps.

These Bonds are your stake in America and the Freedom we are fighting this war for. Few know better than the seamen what war means for we have a running day-to-day encounter with it.

**DIG DEEP IN THE POCKET FOR UNCLE SAM.** Bonds mean Bombs for Hitler and Hirohito on the receiving end.

## MONEY DUE

**SS Andrew Curtin: J. SENKERIK,** Oiler, has 16 hours overtime coming. Please contact company's office for payment.

**SS Merick: W. WASHINGTON,** Messman, has \$22.29 coming in back money. Please contact company's office and get your money.

**SS Daniel Hugo: J. R. WEBB,** Messman, has 6 hours overtime coming. **E. D. McVEY,** Messman, has 5 hours overtime coming. Collect your money at the offices of the company.

The following vessels are of the Bull Line and all moneys due are collectable at the office of that company in New York: **SS Young: GEO. BARTON, Ch. Cook; JOE BRASSARD, 2nd Cook, and DAVE CORDONICH,** Messman; Each have 59½ hours overtime coming. **SS Triston Dalton: C. BAIRD** has 37 hours overtime coming. **SS Cape Corwin: G. HAWKINS** has 24 hours overtime coming. **SS Geo. Whitfield: SAUNDERS,** Steward, has 5 hours overtime coming; **W. WALKER,** Messman, has 4 hours overtime coming.

Men listed below have overtime, etc., coming at the New York Branch for last voyage. Contact Eddie Higdon, Payrollman.

**SS Howard: LAUNDRY,** CHIEF COOK; **LAUNDRY, 2nd COOK; SCHOSTER,** Messman.

**SS Peter Zenger: ALL HANDS**—six weeks Linen Money.

# SIU Convention Asks Removal Of Macauley; Assailed As Incompetent

NEW ORLEANS, La.—The assembled Convention of the Seafarers International Union of NA early this month took strong action against the Maritime War Emergency Board and its head Capt. E. (Shell-and-Pea-Game) Macauley for their bureaucratic decision in recently slashing the seamen's bonuses and impairing the seamen's part in the war effort.

The resolution condemned these actions of the Board and asked for the removal of Capt. Macauley to a place where he can no longer damage the seamen with his sly attacks on their earnings.

The protest was sent to President Roosevelt from the Convention in an official communication from the SIU of NA.

The assembled Convention pointed out that the MWEB's attack on the bonus represented a drastic slash in the living scales of seamen and their families and could only have the effect of driving many of those who were over the draft age away from the sea and their employment keeping the ships moving.

## Authority Superseded

The resolution declares that Macauley superseded his authority and "his actions will seriously hamper the war effort." It also told of his gross incompetence and his impractical approach to the problems confronting the seamen and the marine industry today.

The measure asks the appointment of someone thoroughly competent and able to cope with the complex situation in the industry due to war-time conditions.

The reasons for the resolution cite the fact that the MWEB never judged the scales of bonuses by increased sinkings and raised them when the hazards rose a thousand per cent at sea.

## Put Ceiling On Bonus

But they did put a ceiling on bonuses and then hurried to cut even that meagre figure down as soon as they felt that the opportunity was ripe.

Text of the resolution follows in full:

A couple of out of town Members brought to light something here the other day that may be of interest to Members paying off here in the future. They noticed a couple of first class panhandlers "mooching" in one of the gin mills close to the Hall, for all that they were worth.

They also sported in their jackets an SIU emblem. They questioned these two bums as to how long they were on the beach, etc. And lo, and behold, not one of these people were SIU Members, or even Seamen.

After gently bouncing these characters off the bulkhead several times and removing their SIU buttons, they had them seeing the light. They'll now lay off panhandling members here and representing themselves as seamen.

So in closing, I remain,

YOURS FOR LESS "WINOS,"

PAUL HALL, Agent

**WHEREAS,** In December, 1941, the U. S. Maritime Commission and the Department of Labor jointly invited all steamship operators and Maritime Unions to attend a meeting in Washington, D.C., and

**WHEREAS,** As a result of the discussions and deliberations lasting several days, this meeting on December 18, 1941, adopted the Statement of Principles and the Maritime War Emergency Board was established, and

**WHEREAS,** The Statement of Principles outlined, the principle involved, the policy to follow and the powers vested in the Maritime War Emergency Board, and

**WHEREAS,** The Powers outlined in the Statement of Principles provided:

"Whenever any difference shall arise between any steamship operator and any union representing its employees with regard to any question relating to war risk compensation or war risk insurance of personnel of the vessels of such steamship operator and such question shall not be settled through the ordinary procedure of collective bargaining between such steamship operator and its employees, such question shall be referred to the Board by such steamship operator or such union by giving written notice to the Board and to the other party of the intention of the party giving such notice to refer such question to the Board. Such notice shall specify the question to be referred to the Board.

"Upon receiving such notice the Board shall as promptly as shall be practicable afford to each party a reasonable opportunity to present evidence and argument in support of the position of such party and the Board shall thereupon render its decision in writing with regard to such question and serve a copy thereof upon each party.

"The decision of the Board upon any such question which shall be referred to it as hereinafore set forth be final and binding upon all parties to the difference out of which such question arose."

**AND WHEREAS,** The Maritime War Emergency Board has consistently violated the statement of principles on numerous previous occasions, and

**WHEREAS,** On February 23, 1944, the Maritime War Emergency Board called a meeting of the Advisory Committee, and

**WHEREAS,** At this meeting the Maritime War Emergency Board was questioned as to whether a war bonus dispute was submitted to them by either labor or industry, and

**WHEREAS,** The Maritime War Emergency Board stated "No" and was then informed by several Maritime Unions that they

(Continued on Page 6)

## NEW YORK

That working gear will more than pay for itself, has been proven on the 6th Floor Hiring Hall this past week or so, and can be readily shown by the contented looks on Dispatchers Paul's and Frenchie's faces.

Since installing the loud-speaking system on that deck, it has added ten years to their lives.

According to their figures, the wind they've blown across the floor in past months has been more than enough to sail two seven-masted schooners around the world.

The New York Membership stamped their unanimous approval on the recommendations and resolutions of the Agents' Conference. Thus they opened the door for real progress for the coming year.

This year will probably end the European scrap, so we must organize efficiently for the coming

# Around The Ports

struggle, for without a doubt in the world the same day the War is over, the Shipowners are going to try to break our backs "alla-1921 style." So by getting all set now for rough weather ahead, we should be able to get over the hump and forge ahead.

\* \* \*

The Investigating Committee in this Port is going around with a bewildered look. They probably contracted it from a certain old-time NMU Book Member, whom with about eighteen other NMU'ers applied the other day to the Committee with a plea for an SIU Book or a Trip Card.

The Committee Chairman noticed this character's "wacky" look and asked him the reason.

"Listen Bud," he replied, "if you guys had whirled in as many

different directions for the past few years, as I have in trying to keep up with whichever way the 'Party' was facing at the particular moment, then you would be as dizzy looking as I am.

"And if you think I am alone in this dizzy look, you should see some of the NMU 'pie cards.'

"They're gone to such an extent that all they could possibly be good for is either a ballet dancer or an autogyro, and if I don't make this Trip Card and I have to go back over there amongst the other 'nuts,' then I am afraid I am going to qualify for a dancer's job myself."

(P.S. Don't worry "fellers," all is well. He got his Trip Card and is now able to take off his socks without using a monkey wrench.)



# A & G Sec'y-Treasurer's Report To 2nd Biennial Convention

(Continued from Page 1)

rank and filers because we can not ignore the fact that before we can housebreak the shipowners completely, we must drive the NMU off the East Coast.

## FAILURE MEANT SLAVERY

As long as this phoney outfit remains in the picture, it serves as a shipowner 5th-column in the ranks of labor and can sabotage much of our work. Thus, it is significant when the honest NMU rank and filers begin to look to us for leadership—for that can mark the beginning of the end for Curran & Company.

Our record over the past two years shows that we were in there swinging on every issue effecting the welfare of the seamen. This doesn't mean to say that we won all the fights—we didn't.

But we won the majority of them, and in the others the opponents knew that they had been through a scrap. And that is what the seamen demand—that a union swings from the floor.

Perhaps our biggest fight occurred immediately following the adjournment of our last convention. It was in April, 1942, that the Washington bureaucrats launched a blitzkrieg intended to regiment the seamen right into the armed forces and strip them of their rights and conditions. While Secretary of the Navy Knox hinted that the seamen might be taken right into the Navy, the War Shipping Administration and the National Maritime Union plotted to force down the throats of the seamen a so-called compromise plan which would have sacrificed the hiring halls and union security.

It was the SUP and SIU which jumped squarely into the breach and called for a showdown with the enemies of maritime labor then and there.

While our district mobilized the East Coast seamen, Brother Lundeberg flew into Washington, D. C. and whipped into line a United Front of all maritime unions, except the NMU, and led them to victory over the shipowners and their labor hating stooges.

## NMU-WSA COMBINE DEFEATED

The Statement of Principles and Statement of Policy, which guaranteed our rights and conditions for the duration of the war, was the direct result of the SIU-SUP fight. A fight which would have failed had it not been led by our Union; and a failure would have returned the seamen to slavery for years to come.

Our experience in defeating the NMU-WSA proposed Statement of Policy that would have taken away all working conditions that the seamen enjoyed, taught us that it was absolutely necessary to have a man in Washington, D. C., on the job all the time to watch out for any similar deals and to keep us informed of legislation and any matter effecting seamen. We were fortunate to get a man who really knows the score, as Mathew Dushane does.

## BUILDING THE STRIKE FUND

He has, and still is, doing a bang-up job in Washington, D. C.

It became increasingly clear at this time to the officials of the Atlantic & Gulf District that our union was in for a real life and death struggle with the shipowners once the war ended. To prepare for this inevitable fight we began to educate the membership on the necessity of building an adequate strike fund.

Through articles in the SEAFARERS LOG and talks on the floor of the meetings, we won the rank and file to the support of building an adequate strike fund. This question was placed on the annual ballot, it passed, and today there is approximately \$50,000 in this fund. Good ammunition to be used against the enemies of labor.

In November 1942, the powerful shipowners' lobby in Washington joined hands with the reactionary politicians in an all out offensive against the Jones Act. They introduced legislation which would have deprived

the seamen of the right to sue the shipowner for injuries received in the course of duty, and would have shackled him to a rigid compensation schedule.

It was Brothers Harry Lundeberg and Dushane that led the successful counter-offensive against this move, but we on the Atlantic and Gulf Coasts did our share and carried the fight to every port in our district. It was the combined weight of the seamen on both the western and eastern coasts which blocked this move to sabotage our rights.

## RMO FINK CARDS FOUGHT

It was in the Spring of 1943 that our beef occurred over the RMO cards. The details of this fight are too familiar to all of you for me to trace its history in detail. I just want to remark in passing that although we lost this fight in the end, we made a record which the seamen will long remember. Here again the National Maritime Union played a finky-shipowner role and supported the RMO cards.

## SIU WON RESPECT

The Atlantic & Gulf District hammered away at the unholy alliance between the NMU and the shipowners. The District made an uncompromising fight on this move and the seamen will remember who it was that represented their interests at this time.

When we lost the fight, we said so frankly and pointed out to the seamen that it was the lack of unity in the labor movement, the 5th-column role played by the NMU, which was responsible for our defeat. And while we lost the fight, we won the respect of every honest union man on both coasts for the manner in which we represented their interests.

The next bureaucratic move against us was launched by Captain Macauley in June, 1943, when he requested East Coast maritime unions to alter their policy re-signing on ships in order to force men to sign on a ship (a new one just built) at port of delivery. This was a move to muscle the men into a premature signing of deep sea articles before they had a chance to safeguard their rights.

## WSA ATTEMPTS SABOTAGE OF RIDERS

In the words of the SEAFARERS' LOG of June 25, 1943: "What is also involved in this move of the shipowners and WSA is an attempt to sabotage transportation riders which the SIU had before the war and which were frozen for the duration of the war by the Statement of Policy."

At the time this appeal was released by Macauley we were in the midst of a fight with the operators over the transportation riders, and his move was obviously timed to give the enemies of labor aid and comfort. As was to be expected, the NMU went for this phoney deal, but the Atlantic & Gulf District fought Macauley—and defeated him.

There is no signing of articles by SIU men at an port of delivery.

## NEW ENGLAND BEEF WON

One of the toughest and most drawn out beefs we had was with the New England Steamship Company. We spent many months fighting to win wage boosts for the men sailing these ships. The boats ran to Martha's Vineyard and the wage scales were sub-standard when compared with similar work done on other parts of the East Coast.

But in spite of the justice of our case, we twice lost before Regional War Labor Boards, and it was only by insistent appeals and careful documentation that we were finally able to win improved wages. One year after our first request for a raise, we won a retroactive \$15.00 per month boost in wages and a 5c an hour increase in standby work.

Perhaps our most smashing and significant victory over those shipowners who were trying to chisel on our contracts under cover of the war emergency, was the beef with the South Atlantic Line over the question of

breaking watches and overtime. The master of the SS Schoharie broke watches while waiting for a convoy, but the vessel was not in port. He did this so he could work the men from 8 to 5 without the payment of overtime.

## \$7,000 DISPUTED OVERTIME

This was directly contrary to our contract with the company. But despite this, the company backed up the skipper and refused to pay overtime for the work done during this time. This case went finally to a conciliator and we won on all counts. The crew of that ship won an award of \$7,000 in disputed overtime—probably a record for maritime labor.

But what was even more important than the dough which this crew won, was the fact that this victory stopped the chiseling of our contract by this line, and established a precedent whereby we can protect our working rules in future beefs.

These are only the highlights of the work of our district during the past two years. During that period there were, of course, hundreds upon hundreds of minor beefs which we won. There was the constant fight to prevent the Washington bureaucrats from undermining our rights and wages.

There were the exposes of the Commie fellow travelers in the WSA and their anti-union maneuvers.

## MORE SIU AGREEMENTS

There was the extension of SIU organization to new ships and lines, notably the Smith & Johnson Steamship Co., the Moran Towing and Transportation Company, the American Range-Liberty Line and the Over-Lakes Freight Corporation.

There was the improvement of our facilities for benefitting the members of the union; the addition of new patrolmen to handle beefs; the purchasing of a building of our own in New Orleans.

All of these things add up to simply this—honest, progressive and militant unionism.

We have made no move which was not calculated to benefit the rank and file seaman on American merchant ships. That such a policy can pay dividends for the Union—as well as the seamen—is shown by our recruitment over the past two years and by the financial statement for this period.

## FINANCIAL PROGRESS

Here is how our finances stacked up at the time of the last convention, March 1942:

|                     |             |
|---------------------|-------------|
| General Fund .....  | \$ 8,912.16 |
| Hospital Fund ..... | 25,085.04   |
| S & O Fund .....    | 42,757.26   |

Of this fund, \$34,000 (matured value) was invested in war bonds.

And here is our financial condition as of December 31, 1943:

|                     |             |
|---------------------|-------------|
| General Fund .....  | \$87,719.00 |
| Hospital Fund ..... | 42,059.72   |
| S & O Fund .....    | 79,769.02   |
| ASA Fund .....      | 32,351.00   |

Of these monies \$177,000 (matured value) is invested in war bonds. In other words, in the past two years we have increased our treasury by \$165,144.28. This is testimony, I believe, of the efficient and business-like conduct of the union, plus the fact that many new seamen are coming to us for leadership. In these past two years our records show that close to 15,000 new members have joined the Atlantic & Gulf District.

And so you can see that it is not overconfidence when I say to you that the Atlantic & Gulf District is destined to become the dominant union on the East Coast—and within a very short period of time. Nor is it overconfidence when I say that we are ready for the post-war period, fully confident that we have a fighting union which can meet the enemies of labor on the waterfront, AND WIN for the seamen an ever increasing, American standard of living.

# Washington Confusionists Expose MWEB

(Continued from Page 2)

spokesmen, Capt. E. "Shell-and-Pea-Game" Macauley and Erich "Triple-Con-Man" Neilsen, that the Unions had misrepresented the facts on the MWEB's unjust slashes of the seamen's bonuses. This was ridiculous because a cut is a cut whether it is on your hand or in your wages!

It is so definite you know about it!

Who misrepresented the facts now, Masters Neilsen and Macauley?

## — AN EDITORIAL —

In the light of the foregoing you stand indicted!

And in that indictment you are impeding the war effort. For some people that means long prison terms under the laws of "aiding the enemy."

Since you are impeding the war effort it's about time that Congress took a little glance at your activities and went into a thorough investigation of just what you are up to and whom your accomplices are.

In the meantime the SIU demands the removal of the menace to the war effort, to seamen's lives, and to our soldiers on the fighting fronts—the puddle sailors of the MWEB.

We sail the ships and we deliver the goods that keep the Army and Navy in the field. All we want is justice. We depend on Congress and the American People to give us that Justice and we are sure of getting it!

(See Page 5 for photostat copy of OWI Bulletin.)



# Conference Resolutions For Membership Action

## RESOLUTION ON OBTAINING PASSES FOR MEMBERS ON ARMY SHIPS, DOCKS AND PIERS.

WHEREAS, The Seafarers International Union of North America has been the bargaining agent of the Seamen with the various companies that we have under contract; and

WHEREAS, As bargaining agents we have always enjoyed amicable relations with the various Steamship companies that we have closed shop agreements with; and

WHEREAS, As the bargaining agent no official or officials of the Seafarers International Union has

interfered with any men or members at work, and/or stopped any member or man that was working, to discuss any Union business or caused any stoppage of work, or interfered with any member working during the period of the eight (8) hour working day, or at any time other than the eight (8) hour working period, or cause any delays in ships' sailings since the outbreak of this present war; and

WHEREAS, This can be ascertained by the steamship companies or operators that we have under contract; and

WHEREAS, We have been allowed the privilege under the

law to contact our membership employed aboard the various merchant ships that we have covered by our agreements, and this being in full accord with the owners or operators and under the most amicable of terms; and

WHEREAS, All elected officials of the SIU of NA have been processed by the U.S. Coast Guard as to their integrity and loyalty to the U.S.A.; and

WHEREAS, All elected officials of the SIU of NA have taken an oath to uphold the democratic principles of our country and to condemn Communism, Fascism and Naziism; THEREFORE, BE IT

RESOLVED, That we the members of the Seafarers International Union of North America go on record to oppose certain Army officials who are issuing such discriminatory orders against Union Officials, and to point out by issuing these orders they, the officials of the Army, by refusing the Union officials the right to enter the piers, docks, wharves, that they have under the Army's control that they are violating the Federal law and are depriving the crew members on those ships that are docked therein the right to representation afforded to them by law; and BE IT FURTHER

RESOLVED, That this Agents' Conference go on record to do everything possible to obtain passes from the Army for the duly elected representatives of the crew members who are on a ship berthed in an Army pier, dock, or base, or point of embarkation; and, BE IT FURTHER AND FINALLY.

RESOLVED, That in the event that we cannot secure passes from the Army and by them refusing us admittance to their piers, docks or bases, they will be depriving our members therein to be represented by their officials, that we instruct the members being so deprived of representation to sign articles, or pay off at the United States Commissioner's Office or any other place where the crews can be assured of the proper representation that is afforded them by Federal law.

### RESOLUTION—

#### Up-Grading School

WHEREAS, The United States Maritime Service has Up-Grading Schools all over the United States; and

WHEREAS, These Schools are being financed by the Government who, after all, are the people; and

WHEREAS, These Schools will create a surplus of Able Seamen in the industry eventually; and

WHEREAS, There exists in the various SIU Halls on the Atlantic & Gulf Coasts today quite a number of ordinary seamen with enough sea service to be up-graded to AB; and

WHEREAS, these men for the benefit of the Union should attend and get up-graded to take care of their own Union; and

WHEREAS, These men are only injuring the Union in not embracing this opportunity; THEREFORE, BE IT

RESOLVED, That this Agents' Conference goes on record to encourage the members of the SIU, Atlantic & Gulf District, to attend these Up-Grading Schools; and, BE IT FINALLY

RESOLVED, That all the officials of the Atlantic & Gulf District give all the members of the Union the straight information as explained to the Conference by the representative of USMS.

### RESOLUTION

On Voluntary \$10 Assessment for the Purchase of Buildings

WHEREAS, Various branches of our Union are having considerable difficulty renewing leases and are being compelled to move, due to this, and this situation is very unhealthy and jeopardizes the very existence of our organization; and

WHEREAS, The only solution to this problem is to own and control our own Union Halls which would afford maximum security to our Union and its membership; and

WHEREAS, As the Agents' Conference recommends this procedure as the only practical method of combatting hostile landlords' actions; THEREFORE BE IT

RESOLVED, That a voluntary assessment of ten dollars (\$10) be recommended to our members for the purpose of creating a Building Fund; said fund to be used for the purpose of acquiring real estate wherein our halls can be maintained without any interference from outside sources.

## U.S. LABOR PRESS SERVICE

NEWS OF THE WAR AND LABOR'S PART IN IT



EDITORS: This weekly clip sheet is a cooperative effort of U.S. war agencies to inform labor of the war's progress, to tell the story of the workers' efforts in the war, and to suggest how the Labor Press can help specific war programs. Represented are: War Production Board, War Labor Board, War Department, Navy Department, Maritime Commission, War Manpower Commission, Office of Civilian Defense, Labor Department, Office of Price Administration, Office of Defense Transportation, and Nutrition in Industry, Division of Food Distribution Administration.

April 10, 1944

### U. S. LABOR PRESS SERVICE

12

## Labor on the Sea

### SEAMEN NEEDED FOR MERCHANT SHIPS

Washington -- Cargoes vital to military operations face delay unless more than 1,800 former mates, engineers and able-bodied seamen return to the sea each month, the War Shipping Administration announced. Enough mates, engineers and able seamen are in retirement or on other jobs to fill the quotas, according to WSA.

A ship lacking a mate or its complement of crewmen may miss a convoy which in turn may involve a delay of weeks or in some cases even months for sorely needed cargoes.

Attractions, beyond the satisfaction of doing a job necessary to victory, WSA points out, are the following: best ships in the world, modern spring-steel bunks, fresh food prepared by skilled cooks; intelligent career men as officers, clean-cut American boys as shipmates; greater safety under the guns of the Navy and the Wings of United States planes on escort carriers; pay from \$200 to \$250 a month for able seamen, \$250 and higher for engineers, in addition to free food, medical and dental service, and opportunity to become an officer at higher pay.

A mate, engineer or able seaman who has papers, or who once held papers, is eligible, WSA said. Men in one of these classes are urged to send a collect telegram immediately to Merchant Marine, Washington, D. C., telling name, address, rating and when available. If a telegram is impossible, a post card or a letter is acceptable.

### 500 RADIO TELEGRAPHERS NEEDED

Here's the evidence! Above is a photostat of the MWEB's release put out through the OWI which shows that the MWEB made a decision before holding the April 12 meeting with the Advisory Committee on which the Unions are represented.

### WAR RISK PAYMENTS TO SEAMEN REVISED

Washington -- War risk payments to the 125,000 officers and men of America's Merchant Marine have been revised by the Maritime War Emergency Board, the board announced. The board consulted with ship operators and unions in setting the new rates.

The changes are effective as of April 1. As a result of the shifting of war theaters, payments will be reduced in safer areas, and increased in hazardous areas.

Typical base wages for Liberty ship crews range from \$82.50 a month for ordinary seamen to \$118 a month for masters. Changes in the war risk bonus have no effect on the base wages.

Under the new ruling, \$5 a day additional will be paid to crews on ships while in the sea approaches to war combat areas. A voyage bonus of 100 per cent will be paid officers and men in voyages passing through sea approaches to combat areas, with a minimum of \$100 for unlicensed personnel.

A new bonus of \$125 will be paid to each of the crew on ships destroyed or substantially damaged by enemy attack, or if any member of the crew is killed or injured in an attack. This bonus will be paid no matter where the ship is located when the attack occurred. This replaces the present bonus paid only for attacks occurring while the ship was in port.

A recent study showed that the average total earnings, including war risk payments, on Liberty ships for offshore voyages was \$244.50 a month for ordinary seamen, and \$775 for masters, exclusive of food and lodging. Under the new rates, the average will be slightly lower. However, the pay on voyages to actual combat areas will be higher.

The board, after meetings called as a result of protests from Maritime unions, declined to postpone the effective date of the new bonus rates.

In a telegram to representatives of operators and unions announcing the decision, the board also stated:

"The board will always consult with the Advisory Committee, in accordance with established procedures, upon the presentation by any of the parties signatory of factual information on changes of war risk at sea or in port or questions arising in the administration of its decisions."

## ATLANTIC AND GULF SHIPPING FOR MONTH OF MARCH, 1944

### DECK ENGINE STEWARD TOTAL

SHIPPED ..... 1515      1125      992      3632



## SIU Convention Asks Removal Of Macauley; Assailed As Incompetent

(Continued from Page 3)

were overstepping the powers vested to them in the Statement of Principles, and

**WHEREAS**, The Maritime War Emergency Board has just issued a directive, cutting down the amount of bonus to be paid to Merchant Seamen in different war areas, and

**WHEREAS**, At a meeting held February 23, 1944, the Maritime War Emergency Board gave no indication that the war risk bonus would be cut and changed and

**WHEREAS**, This Board is taking powers not vested in themselves when they arbitrarily cut and changed the bonus to their own desires, and

**WHEREAS**, At no time while ships were unarmed and unescorted and were being shot at like clay pigeons, and ships sinking increased 1000 per cent did the Maritime War Emergency Board request a meeting of the Advisory Committee to discuss the advisability of increasing the war risk bonuses for seamen to correspond with the increased percentage of ship sinkings and loss of seamen's lives, and

**WHEREAS**, The Maritime War Emergency Board did not use the percentage of ships sinkings and loss of seamen's lives as a yardstick to measure and to increase the war bonus pay to seamen when the sinkings increased 1000 per cent. Therefore, they are very unfair in attempting to use 100 per cent as a ceiling from which to measure bonus pay in order to lower seamen's bonus pay, and

**WHEREAS**, The Maritime War Emergency Board presented no concrete evidence to the Maritime Union Officials that attended the Advisory Committee meeting on February 23, 1944, to justify their decision to lower the war bonuses now being paid to American merchant seamen, and

**WHEREAS**, Captain Macauley, the Chairman of the Board, has superseded his authority and his

### Honor Roll

|                     |         |
|---------------------|---------|
| SS Virginia Dare    | \$51.00 |
| Crew of SS A. Burke | 32.00   |
| SS Chief Joseph     | 18.00   |
| SS Nicholas Biddle  | 17.00   |
| H. H. Monaghan      | 12.00   |
| Crew of SS Delaires | 10.00   |
| SS F. Miller        | 8.00    |
| SS Steelore         | 6.61    |
| D. Gufman           | 6.00    |
| J. T. Waterman      | 6.00    |
| J. Burns            | 5.00    |
| G. Hegman           | 2.00    |
| Wm. E. Teed         | 2.00    |
| J. H. Childs        | 2.00    |
| J. Glick            | 2.00    |
| Karl Beamer         | 2.00    |
| John Williams       | 2.00    |
| J. Palmer           | 2.00    |
| Ed Amerault         | 1.00    |
| J. M. Applegate     | 1.00    |
| D. R. Allen         | 1.00    |
| G. W. Vinen         | 1.00    |
| A. Gawronski        | 1.00    |
| W. Bordner          | 1.00    |
| F. Traski           | 1.00    |
| R. H. Elmore        | 1.00    |

Total .....\$193.61

actions will seriously hamper the war effort. **THEREFORE, BE IT**

**RESOLVED**, That this Convention go on record to petition to President Roosevelt to order the Maritime War Emergency Board to hold in abeyance the effective date of their latest decision, that reduces the war bonuses, until such time as representatives of Maritime Labor Unions be given a full opportunity to present their side of the case, and **BE IT FURTHER**

**RESOLVED**, That this Convention request of President Roosevelt that Captain Macauley be immediately removed as Chairman and/or member of the Maritime War Emergency Board, due to his being grossly incompetent, and that a competent man be appointed in his place, **AND BE IT FURTHER**

**RESOLVED**, That copies of this resolution be sent to President Green, of the American Federation of Labor, and all American Federation of Labor State bodies. We request all Labor bodies to support this resolution, and that they register a protest against the action of the Maritime War Emergency Board, **AND BE IT FINALLY**

**RESOLVED**, That copies of this resolution be sent immediately to all Branches of the Seafarers' International Union of North America, Atlantic and Gulf, Pacific District and Sailors' Union of the Pacific.

### Operator Liable In Crew Assault

Ship operators are liable for injuries inflicted on members of the crew by another crew member of known vicious and belligerent tendencies, according to a ruling of the U. S. Circuit Court of Appeals.

The ruling held that, under the Jones Act, a shipowner is responsible for the safety of seamen to an extent substantially greater than that attaching to ordinary employees. His liability for "negligence" also is extensive, the court ruled, declaring that among a shipowner's obligations is that of seeing to the safety of the crew.

The decision upheld the verdict of a jury in the Western New York Federal District Court. Damages of \$3,000 were awarded Carl Koehler, a seaman on the Great Lakes ship Angeline of the Presque-Isle Transportation Company. Koehler was assaulted by a fellow sailor of known vicious characteristics, who had also attacked another member of the crew.

The operator failed to take sufficient precaution for the safety of the crew, the ruling held, when it knowingly had as a member of the crew a person having the character of the attacker and it was not material that the attacker, when he assaulted the plaintiff, was not acting in the course of his employment or in the interest of the shipowner.

## Dewey OKays Act For NY Seamen

ALBANY, N. Y., April 14—Gov. Dewey signed a bill today giving civil service employees now in the U.S. Merchant Marine the same protection, benefits and privileges as those civil service employees who enter the armed forces presently enjoy under the military law.

Under the new law such seamen will have the same additional rights as to positions they leave and protection in retirement systems.

This is said to be the first State recognition of civil service employees serving as seamen in the Merchant Marine and brings them on a par with those serving in the Army, Navy and the Coast Guard.

In his signatory message Governor Dewey made it plain that the seamen were doing a first-class job in supplying the armed forces abroad.

The bill is a just recognition of the great sacrifice made by those who enter the Merchant Marine," Mr. Dewey declared.

## Agents Conference Charts Future Course Of A & G Dist. Union

(Continued from Page 1)

speeding up the movements of ships carrying vital cargoes.

### Building A Backlog

3: A resolution was passed urging a voluntary building assessment of \$10.00 was recommended for adoption to the membership and ordered put on the next coastwise referendum if the membership so wills.

The conference was of the opinion that this would aid in making the Union independent of landlords — some of whom are afraid of pressure from the shipowners and would terminate leases to embarrass the Union's branches. Also that it will afford the Union members greater security to have such property as a backlog.

4: A resolution pointing out the opportunity for the Union to purchase a hall in Tampa, Fla., was concurred in and ordered put to the membership's will under a referendum ballot.

### Up-Grading Urged

5: A resolution was passed urging members to take advantage of the up-grading schools and make themselves available for such up-grading, since this will tend to help not only themselves, but also protect the Union.

The conference saw a positive danger to the Union in neglect of this task. For unless the members take advantage of this service to better themselves, the time may come when the examination standards will be made so high that it will be impossible for the ordinary man to pass them. For if waivers are cut out the Union men who were lax will be endangered by an influx of the younger elements now sailing under the relaxed wartime requirements. The lax sea-

(Continued on Page 8)

## New York State Act Now Law

STATE OF NEW YORK  
Nos. 117, 242, 2337 Int. 117  
IN ASSEMBLY  
January 10, 1944

Introduced by Mr. STEINGUT—read once and referred to the Committee on Military Affairs—committee discharged, bill amended, ordered reprinted as amended and recommitted to said committee—rules committee discharged, bill amended, ordered reprinted as amended and recommitted to the Committee on Rules.

### AN ACT

TO AMEND THE MILITARY LAW, IN RELATION TO INCLUDING SERVICE IN THE UNITED STATES MERCHANT MARINE IN THE DEFINITION OF MILITARY DUTY FOR THE PURPOSES OF SECTION TWO HUNDRED FORTY-SIX THEREOF.

The people of the State of New York, represented in Senate and Assembly, do enact as follows:

**Section 1.** Paragraph (b) of subdivision one of section two hundred forty-six of chapter forty-one of the laws of nineteen hundred nine, entitled "An act in relation to the militia, constituting chapter thirty-six of the consolidated laws," such section having been added by chapter eight hundred forty-three of the laws of nineteen hundred forty-one, and such paragraph having been last amended by chapters one hundred thirty-three and three hundred sixty-seven of the laws of nineteen hundred forty-three is hereby amended to read as follows:

(b) The term "military duty" shall mean military service in the military, naval, aviation or maine service of the United States subsequent to July first, nineteen hundred forty, or service under the selective training and service act of nineteen hundred forty, or the national guard and reserve officers mobilization act of nineteen hundred forty, or any other act of Congress supplementary or amendatory thereto, or any similar act of Congress hereafter enacted and irrespective of the fact that such service was entered upon following a voluntary enlistment therefor or was required under one of the foregoing acts of Congress, or service with the American Red Cross while with the armed forces of the United States on foreign service, or service as an officer or member of the crew on or in connection with a vessel documented under the laws of the United States or a vessel owned by, chartered to, or operated by or for the account or use of the government of the United States, as an enrollee in the United States maritime service on active duty and, to such extent as may be prescribed by or under the laws of the United States, any period awaiting assignment to such service and any period awaiting assignment to such service and any period of education or training for such service in any school or institution under the jurisdiction of the United States government, but shall not include temporary and intermittent gratuitous service in any reserve or auxiliary force. It shall include time spent in reporting for and returning from military duty and shall be deemed to commence when the public employee leaves his position and to end when he is reinstated to his position, provided such reinstatement is within sixty days after the termination of military duty, as hereinafter defined.

This act shall take effect immediately, and the amendments made by this act to paragraph (b) of subdivision one of section two hundred forty-six of the military law shall be retroactive to and shall be deemed to have been in full force and effect from and after April twenty-eighth, nineteen hundred forty-one.

## CP's Didn't Suffer As 'Rank And Filers' NMU Member Reveals

Ye Gods how they suffered! How they wrestled with the demons of perdition, the shipowners, how they starved and how they died on the picket-lines.

Who?

Why the Commissars in control of the NMU, who now exhort the newcomers to the industry who don't know the truth and are easily deceived to "go out and do their stuff, save the NMU, and organize in the traditions of the rank and file" who did so much for you, meaning themselves.

Ah, shipmates it's a pitiful story. A real old tearjerker of the sob sister era. Let us have the facts for there is never a meeting but these highbinders tell the newcomers their fairy tales.

The so called "rank and file movement" within the ISU was

Communist led and organized from the defunct Marine Workers Industrial Union of unhallowed fame. It was a wrecking organization designed to "do a job" on the bona fide Union of the AFL. And they did, for with their high powered publicity masked as "rank and file" they were able to deceive the seamen who did not understand the broad issues at stake.

The MWIU now "rank and file of the ISU" as they called themselves, LOST the Spring "strike" of 1936 and had to go back to the ships defeated. Ships were hard up but later sailed.

After three months in which the concentrated Communist power marched the picket-lines dressed and masquerading as "seamen" to bolster the ranks in

(Continued on Page 8)



## SUP-SIU Fight MWEB On Bonus Slashes; NMU's Role Exposed

(Continued from Page 3)

point advanced by the SUP-SIU with the exception of the removal of Mister Macauley. In this he voiced disapproval.

Harris of the Marine Firemen's, Oilers' and Watertenders' of the Pacific, and Morgan of the American Communications Ass'n. were the lone supporters of the NMU's finky white-washing of the Board's recent bonus slashes.

The NMU representatives declared that they were submitting an Insurance Policy, which called for an insurance of \$10,000. No one besides themselves and the MWEB knows what is in that draft policy that they submitted.

### Curran's Record Remembered

However, when the Maritime War Emergency Board made its first decision, December 18, 1941 (at 10 P.M.), the day it was set up as a Board, Curran of the NMU was the first to get up and agree with the MWEB.

The record is remembered.

He thanked and congratulated the Board for rendering such a quick decision and fixing the insurance figure at \$5,000 for death. V. J. Malone of the MFOW of the Pacific Coast, swiftly followed suit.

Harry Lundeborg, Sec'y-Treasurer of the SUP and President of the SIU got up and protested the decision, declaring that in his

opinion \$5,000 was a cheap price to put on a seaman's life.

### SIU Asks Higher Insurance

From time to time the SIU has made appeals to the Maritime War Emergency Board asking that the figures on insurance for the unlicensed personnel be increased to at least \$10,000 minimum.

The records of the NMU's officials in the bonus fight have made history in reverse—for they certainly have consistently tied up with the shipowners and with certain officials of Government groups in an attempt to curry favor and beg a place in the shipping world, officers of the AFL Unions declare.

As we go to press the Union has had no official announcement of any further action the MWEB may take on their recent decision.

## NOTICE

The aged mother of John S. Bryant, Book No. 3094, (who is aged 77 years) is living in Santa Cruz, Calif., and wants the Union brother to get in touch with her. A letter would be appreciated and Santa Cruz Post Office will deliver it.

**Buy Bonds and Stamps in the War Loan Drive.**

## Dushane's Report On Washington

(Continued from Page 2)

of money that they were making in going to sea.

Mr. Macauley at no time has tried to bring out the true facts to the Public regarding the bonus. However, he has been on the air several times to broadcast about the Maritime Training schools, and the pinning of a medal on the chests of some seaman who has been decorated.

The question of a \$10,000 insurance policy was again brought up. In the first meeting of the MWEB that was held at the time the board was created the SIU and SUP proposed an insurance policy of \$10,000, and since that time the union has made several other requests that the insurance be boosted up to \$10,000. The position of the union has always been that a seaman's life is worth more than this amount. The Board thinks that a seaman's life is only worth \$5,000.

### Recommendations

I have submitted the following recommendations that the union feels should be immediately adopted by the Board:

- 1 THAT THE BOARD IMMEDIATELY RESCIND THEIR LATEST ACTION IN RECLASSIFYING BONUSSES, THAT ARE EFFECTIVE AS OF APRIL 1, 1944.
- 2 THE BOARD IMMEDIATELY ESTABLISH ONLY ONE CLASSIFICATION OF MONTHLY BONUS — THIS BONUS TO BE 100 PER CENT, AND A MINIMUM OF \$100.00, WHICH EVER IS GEATER —

AND TO BE PAYABLE FOR ALL WATERS AND PORTS OF THE WORLD, WITH THE EXCEPTION OF INLAND WATERS OF THE CONTINENTAL UNITED STATES.

3 THAT THIS MONTHLY BONUS SHALL BE EFFECTIVE FOR THE ENTIRE PERIOD OF HOSTILITIES, AND EXTENDING UNTIL SIX MONTHS AFTER THE TERMINATION OF THE WAR WITH ALL THE AXIS POWERS.

4 TO REESTABLISH THE PORT ATTACK BONUS OF \$125.00, THAT WAS IN EFFECT PRIOR TO THE BOARD'S DECISIONS THAT WENT INTO EFFECT APRIL 1, 1944.

5 TO EXTEND THE DAILY AREA BONUS, IN ORDER TO COVER ALL INVASIONS OF THE ALLIED NATIONS IN NEW THEATERS OF OPERATIONS.

6 THAT MR. EDWARD MACAULEY, CHAIRMAN OF THE MWEB, IMMEDIATELY SUBMIT HIS RESIGNATION TO THE PRESIDENT OF THE UNITED STATES AS CHAIRMAN, OR MEMBER OF THE BOARD, AND THAT IN THE FUTURE HE REFRAIN FROM PARTICIPATING IN ANY OF THE BOARD'S FUTURE DECISIONS.

I think that the membership should know of some of the highlights of what occurred at this meeting. As usual the NMU again in their role of misleaders of labor, have again approved of the Board's decision in their latest decision.

### NMU Blows Smoke

They took the position that the Board was justified in making a reduction regardless of how the Board made the reduction. The fact that the Board did not go along with the policy as outlined in the Statement of Principles did not deter them from giving the Board their approval.

They did this under the guise that they knew the Board will make other reductions in the bonus, however, they now want the Board to apply the reductions made in the bonus to a base rate of pay. (THE BOARD HAS NO AUTHORITY ON WAGES, AND

THEY SO INFORMED THE NMU REPRESENTATIVES.) Blacky Myers and McKenzie represented the NMU, and they are again blowing smoke up the membership's (.....). This is not the first time that the NMU have made statements on the bonus before the MWEB that is not in the interest of the seamen, and have brought back a different story to their membership.

Last year in a meeting before the Board Curran of the NMU, made a statement to the Board that the NMU were never in favor of a port bonus, shortly after this statement was made by the great "emancipator," the Board eliminated the port bonus and established the attack bonus. Curran at that time proposed that a bonus be paid for a vessel only when it was attacked. Well boys you now have Curran's recommendation—In lieu of the port bonus we received the attack bonus. The great "emancipator" certainly knows how to propose decisions that are not in the interest of the seamen. Some of you may now be wondering why the Board adopts Curran's proposals, and does not give any consideration to other organizations' proposals.

### Curran Blows Trumpet

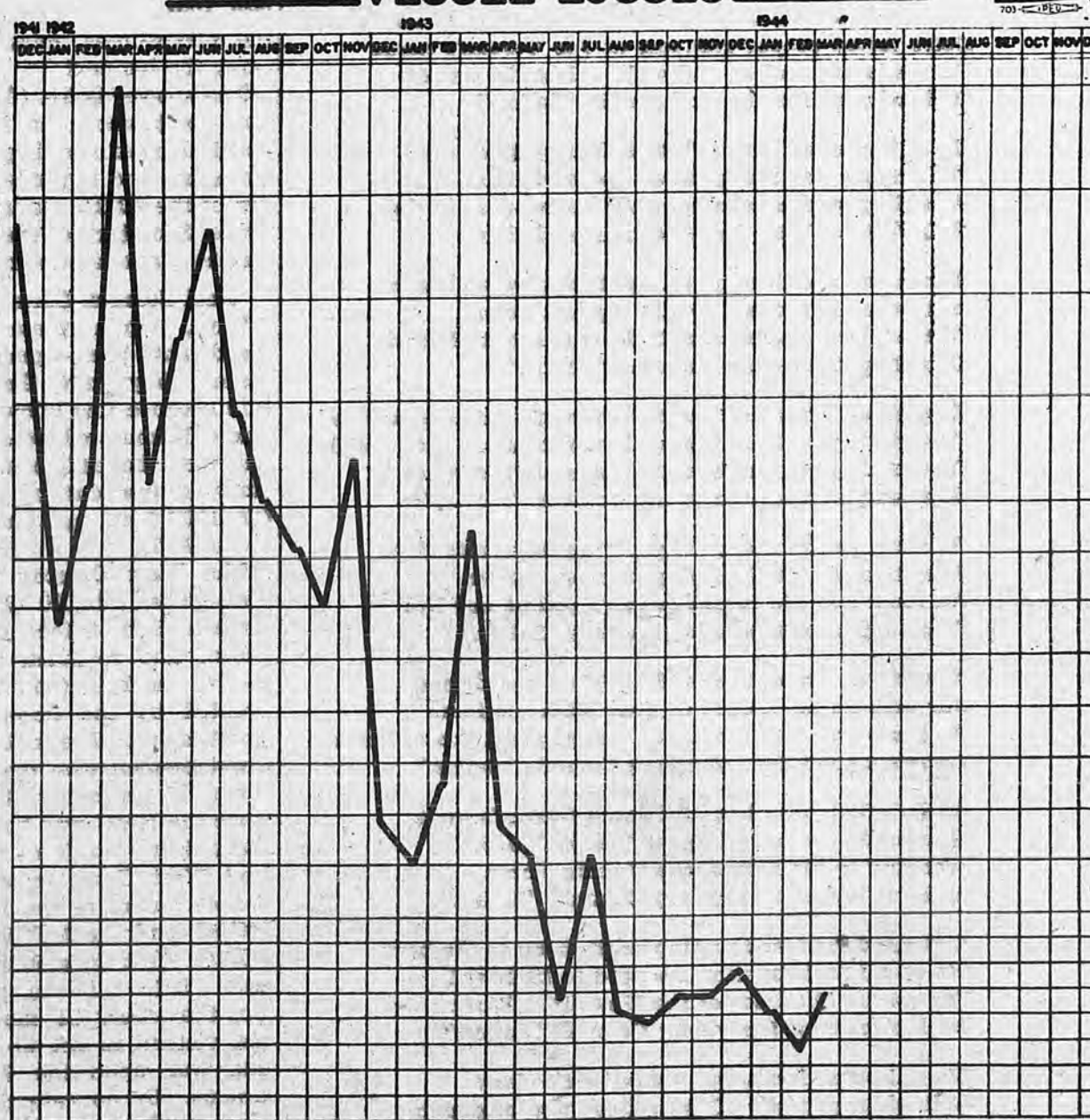
As you probably all know, the great Joe does not like old-timers, they are a continual source of a headache to him, as they know that he does not look after their interest, and they ask too many questions. So can it be possible that he wants them to leave the industry, thus he can keep blowing his trumpet to a group of green kids who do not know the score. The only way to drive the old-timers out of the industry is by making conditions worse than they were before the unions straightened out the employers.

As Uncle Sam pays the bonus bills, the Board will give very deep consideration to any proposal that will help to reduce the expenditures of the WSA. The cheaper the WSA bill, the bigger boost for its deputy, Mr. Macauley. Don't be surprised if the WSA and the Board soon propose that American seamen be paid the same wages and bonuses now being paid on His Majesty's ships.

## The 'Con Man's' Chart To Nowhere

### VESSEL LOSSES

WAR  
RISK



Erich "The Triple-Con-Man" Neilsen's "Chart" presented at MWEB's Advisory Committee meeting April 12. It starts nowhere; tells nuthin'; and goes nowhere; the Port that Neilsen is bound for . . . WE HOPE.

## Seamen Warned On Draft

The following communication re: Selective Service was received:

April 5, 1944

"John Hawk,  
"Roosevelt Hotel,  
"New Orleans, La.

"General tightening of regulations of Selective Service system has resulted in increased losses to seagoing manpower to draft can be prevented in almost all cases if seamen make certain WSA 61 is completed at beginning and termination of each period aboard vessel. Urge your members to make certain that this is done at our request. General Hershey has exempted active seamen from preinduction physical examination, normally required of men under twenty-six. Seamen should be advised

to deal with local board through RMO on any questions that may arise. Request for extension of allowable time ashore must be kept to minimum. Will you notify your members of this wire?

"H. Chase Stone, WSA."

There it is Brothers!

Shore time allowed on your pink slip from the RMO—form WSA 61—can only be extended by the RMO — and with their permission — for extraordinary circumstances such as sickness, hospitalization, sitting for a license or going to up-grading school, etc.

Failure to comply may find you in the Army Brothers!

Keep Up With Your Draft Board Before It Keeps Up With You! (1)



## Working Hours Drop On British Merchant Ships

Starting December 1, 1943, a new regulation of working hours has been introduced for the catering (Stewards') department of British merchant ships.

The hours are now reduced from 12 to 10, with an 8 instead of a 7 hour minimum continuous rest-period in foreign-going passenger ships at sea as well as in port when passengers are aboard.

The same rest-period applies to foreign-going cargo vessels at sea, according to a bulletin from (ITF) the International Transport Workers Federation.

## Agents' Conference Charts Future Course Of A & G Dist. Union

(Continued from Page 6)

men will have to stay in lower ratings.

Action to bring the resolution was taken after a discussion following a talk by Mr. Paul Schmidt, Warrant Officer, Maritime Service, WSA, who outlined the merits of the up-grading program.

"The RMO," said Mr. Schmidt, "has no hand in the Maritime up-grading service or schools. For the Maritime Service is a complete unit having nothing to do with the RMO program."

Mr. Schmidt declared that the Commandant of the U.S. Coast Guard in Washington issues all orders pertaining to the way such schools are to be run in the various ports.

### Closer Unity

At a session of the conference held jointly between the ports agents of the Atlantic & Gulf District Union and the agents of the SUP a closer working arrangement between the two districts was agreed upon. This session was addressed by Harry Lundberg, Secretary-Treasurer of the SUP and President of the SIU.

The Conference was also addressed by Mr. Bentley Byrnes, State Senator of Louisiana. He congratulated the Union and its membership for their splendid work.

The Senator was thanked and complimented on his activity on behalf of the organization.

## Personals

Will all men who took out new membership books on the SS WILLIAM WIRT on March 8, 1944, please see Claude Fisher, New York Stewards' Patrolman. Please bring your receipts.

ROBERT C. WILSON: Please contact your attorney, Silas B. Axtell, in New York, regarding an offer of settlement in your case against the SS Virginia Dare.

**Keep In Touch With Your Draft Board**

## Corruption Is Charged In USS Hotel

(Continued from Page 1)

pletely to live up to it's supposed purpose.

Quite a few merchant seamen have deposited money at the United Seamen's Service Hotel Fairfax in the past few months. The money is counted by some of the USS on duty at the desk. But when the same seaman or seamen call for the money later, it is not counted.

Many seamen have opened their envelope at the desk and complained that there was a shortage in same; the reply that they get is: "Go Away—You're Drunk."

The personal service of the United Seamen's Service is in complete control of all rationed articles for Merchant Seamen, such as shoes, liquor, tickets, and etc. Some of the favorite ones get all and as many of the ration tickets as they need, while others get none.

Mr. Crandall, who is the head of the United Seamen's Service in the Port of Norfolk, has had complaints brought to him many times about money and belongings being stolen, but Crandall, who is an ex-YMCA employee, merely uses his racketeer grin and laughs at the said complaints.

### Tried Of Racketeering

Quite a few old-time seamen who have become tired of the racketeering in the United Seamen's Service in Norfolk, and of also being denied their rights and privileges because they were old-timers, decided to walk a picket-line and let the public know of just how the USS "is not trying to help the Merchant Seamen."

Many and plenty of survivors hit this port very often and they are forced to sleep in one big dormitory on the 8th floor, when there are and have been plenty of rooms available. This dormitory consists of most wine-heads and seamen who have only sailed on a Prairie Schooner and leeches who merely hang around the Fairfax Hotel of the United Seamen's Service to bleed and chisel the bona fide and active seamen.

When the Fairfax of the USS first opened for Merchant Seamen the prices for food were outrageous such as: ham and eggs, one dollar; pork chops, one dollar and twenty-five cents and etc. But under pressure from the Maritime Unions the prices were dropped to within reason.

Any Tom, Dick or Harry can come to the elevator girl and tell her to open up anyone's room. There are about four master keys issued to elevator girls and bell boys in the said Fairfax, and this has caused an undue thievery of clothes, money and papers from Merchant Seamen. This has all been caused by the mismanagement of Mr. Crandall and Company.

Please forward copy of above article to West Coast Sailor.

**Protect Both America and Your Money by Investing It in War Bonds.**

## Planned Tonnage For Post-War Merchant Fleet

Various estimates on the size of America's postwar merchant fleet made by both industry and Government officials range from as low as 5,000,000 tons and as high as 17,000,000 tons.

While there is nothing to base any of these calculations on and until there is, further predictions will only tend to confuse the more important issues at stake in the vital problem of getting the American merchant marine operating at formidable pace.

Although it is generally agreed that we should "remain a maritime nation," there has been, up to the present time, little supporting evidence to show how the objective can be attained, according to the New York Journal of Commerce.

## NOTICE

OSCAR HASSEN, ED HUNYAK, DAVID BANGI, ROBERT ESTES, WALTER BURMAN, GEORGE SANER, NORMAN PHILLIPS, WILBUR W. WRIGHT, and W. BORDIN, who were all members of the crew of the SS Westinghouse on Nov. 16, 1943, are requested to get in touch with George J. Engelman, 44 Whitehall Street, New York, 4, N. Y. Mr. Engelman is the attorney for THOMAS E. LEONARD who met with an accident while an AB on that vessel.

## Money Due

CARL F. WOOD and THERON O. CHASE, both Cooks, can each collect \$56.70 due to them at the Bull Line office, 115 Broad Street, New York. See Mr. Dooner:—J. E. SWEENEY, Boston Patrolman.

## Song Of The Veteran NMU Commie

Apologies to R. Kipling

Now all you young fellows we welcome today  
There's NMU frolics if you don't know our lay  
We'll ship you with yodels, but think as we say  
And we'll make you a good Commie "Sailor."

And first, pay your dues in advance on the line  
We'd sooner the Checkoff for that saves you time  
Make sure we get ours though you're left with a dime  
It's hay for the young Commie "Sailor."

Whatever you say, don't talk "rank and file"  
Those words give us horrors, no longer in style,  
We use it to kid you when we think it's worthwhile  
But it's bad for the young Commie "Sailor."

And then there's Lese Majesty that hoary old dame  
Don't forget proper manners at Joe Curran's name  
For he is our anchor and we're all in the game  
Or it's lumps for the ex-Commie "Sailor."

Oh, if you must "marry" we'll furnish that too  
For a night or a week or ten years or two,  
Providing you're with us, we'll know what to do  
We'll "fit-out" the young Commie "Sailor."

Before you are through all our tricks we will teach  
Roll over, play dead, or rise up and preach  
To the Glory of Joseph and the brains out of reach  
Educating the young Commie "Sailor."

Keep away from old-timers, they might make you wise  
Though they tell you the truth, we maintain they are lies  
For Youth gives us Rope and there ain't any ties  
How we yearn for the young Commie "Sailor."

We send you to snoop on your mates private lives  
Report to the Section, on purges we thrive  
We must clip the brains or can't peddle our lies  
That's a job for the young Commie "Sailor."

Now if you are dutiful and build up our throne  
Our grip on the boodle of dues from the foam  
We'll see yo won't want, and the payrolls you're home  
There's a chair for the young Commie "Sailor."

An OFFICIAL no less on Serang Curran's knee  
Who made his last trip as a "famous" A.B.  
Just sing to his Bosses, the Unholy Three  
And you'll rate as a young Commie "Sailor."

And mind, no free thinking or it's back to the herd  
We do all braintrusting, no need to be heard  
For we are Disciples of the Unwritten Word  
Double cross of the young Commie "Sailor."

We put on a circus, yes, we put on a show  
And when you pay off we relieve you of dough  
For the Party and US why we're all one you know  
No change for the young Commie "Sailor."

—Top 'n Lift

## CP's Didn't Suffer As 'Rank And Filers' NMU Member Says

(Continued from Page 6)

order to fool the real seamen amongst them as to their strength, the seamen among them went back to the ships.

The phonies went back to the furriers, buttonhole makers and other CP dominated Unions to wait for the next strike spasm.

Did the NMU officials now exhorting you, walk the picket-lines or miss meals?

They did not and they never carried the banner either.

Curran and the Communist general staff which ran the so-called strike through the "Strike Strategy Committee" (dominated by the CP's Waterfront section at 229 10th Ave.) lived well. As a matter of fact the CP decided to put the bum on a payroll in order to hold him as a front man. He wanted to bolt!

### Starvation Rations for Non-Communists

Thus Curran was provided for when the actual marchers were hungry. Besides this, he ran up considerable bills for pork chops which had to be paid years later by the funds of the National Maritime Union.

The strikers on the other hand had no credit and the stewpot had to suffice.

Did Thomas Ray, Albert Lannon, Morris Stein (now M. Henley Stone) and the rest of the Commical stalwarts march the picketlines and starve?

They did not. They ran the show and missed no meals whatever. Why should men with the CP funds behind them miss meals?

Did the real brain and organizer, Roy B. Hudson, show up on the picket-lines, miss meals, or carry the banner?

The answer is No. (And, in case you don't know, he is still the political chief running the NMU. He is not and never was a member of the NMU. He is the Trade Union Secretary of the CPUSA?? on the National Committee.)

### Real Seamen Back In AFL

Thus, when these CP-NMU mendicants press-agent the newcomers they know that they are safe because few know the score. The old-timers who did the dying and were honestly marching and starving are out of the phony CP-NMU long ago, and are back in the AFL.

The West Coasters made the Fall strike. 10,000 West Coast seamen piled off the ships in New York. The so-called "rank and file" of the ISU, (now the NMU), profited by the tie-up of West Coast ships. The militant West Coast seamen won the strike for them by winning their own. Thus the NMU was born through the fighting spirit of the organized West Coast seamen of the Sailors Union of the Pacific, the MC&S, and the MFO&W.

Even West Coast Masters Mates and Pilots hit the picket-line. But the windy CP machine used the victory to set up the NMU and war upon the West Coast Unions. In no case did any of these misleaders miss a meal or walk a picket-line.

Let's keep the record straight.

NMUer