

ATLANTIC DISTRICT OFFICIALS HOLD COASTWISE CONFERENCE

FINK FARM FLOPS

Would-Be Seamen Fail to Enroll

The Maritime Commission opened their beautiful new school in Boston several months ago and with open arms waited for the influx of "seamen" anxious to absorb the higher knowledge of their calling. They waited and waited, and they are still waiting. So, tired of it all after no one appeared at the gates, the Maritime Commission have decided to skip it, forget that it ever happened, and quietly close the portals of learning, and like the Arab, slip away into the night.

Several Maritime associations in the Bean Town have protested, but to date have been able to produce no students from their hats or sleeves, and have, perhaps reached the stunning conclusion that American seamen, having battled their way to the top over heartbreaking obstacles placed in their path by the ship owners, now are content to fight on their own feet, without interference from the Government.

Crew Libels Ship For Bonus-Wages

The crew of the steamship Halcyon, a freighter under Panama registry and owned by Goudandria Bros. Co. of London, placed a libel on the ship for a bonus of \$2,250.00 plus wages.

Fifteen members of the crew participated in the libel action, which asks for bonuses of \$150.00 for each member of the crew plus wages for two months.

NEW AGREEMENT NEGOTIATED

ALUMINUM LINE CLOSED SHOP SECURED

Bringing working conditions and wages far beyond the wildest hopes of the N.M.U., an agreement just signed with the Ocean Dominion Steamship Co., who will operate several ships to the West Indies, Bermuda and Canada, brings not only a wage increase in some departments, but provides better working conditions that at present exist even on Maritime Commission ships.

A war bonus of 25% is provided when the vessel enters the war zones laid down by the President, with the exception that in the new agreement the company has brought the line further south so that it includes Bermuda. This means that at almost all times the members of the crew will be in bonus waters.

Stewards will receive \$125 per month with an increase to \$130 after a certain length of service. Chief cooks will receive \$110 per month. This is in contrast to the \$120 and \$105, respectively, received by Maritime Commission and N.M.U. ships.

One of the most important features of the agreement is the absolute closed shop. The Seafarer's International Union retaining the right to clear even "key" men through the hall.

In the deck department, the agreement calls for the payment of overtime for handling steward's stores and all work performed after 5 P.M. and before 8 A.M. is also overtime, three watches are to be used in moor-

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DIZZY DAYS FOR JOHN L. LEWIS

John L. Lewis, self-appointed shepherd of American working men, Lord High Shogun of the C.I.O. has made so many about faces during the past few days that not only has he made himself dizzy with the constant spinning, but his own powerful United Mine Workers have at long last given up trying to keep pace with their master's political wanderings and have called a halt.

No sooner had Lewis referred to Vice-President Garner as a "poker playing, whiskey drinking evil old man," then two of his unions openly endorsed the V.P.'s presidential hopes.

Hearing that President William Green of the A.F. of L. had presented F.D.R. with a huge birthday cake, he cut loose with a blast that while hungry workers starved the A.F. of L. baked cake for the President, who didn't need a cake anyway. The United Mine Workers hurriedly ate the one they themselves had nively

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ATTENTION

There will be no extension of the January 31st deadline set for the payment of the \$5 strike and \$2 Hospital and Shipwreck assessments. All members of the Seafarers International Union who have not paid these assessments by January 31st will be regarded as members in bad standing. Ship's delegates are urged to check all books aboard their respective ships, as patrolmen have been instructed to pull all men in bad standing!

Progressive Program Adopted

ECONOMY ISSUE STRESSED

The first conference of Atlantic District officials, summoned by the newly-elected Secretary-Treasurer, John Hawk, for the purpose of formulating the future policy and principles of the Atlantic District, came to order amid an atmosphere of optimism and determination at exactly 10.00 A.M., Thursday morning, February 8th, at the New York Headquarters offices.

The roll call revealed the presence of John Hawk, Secretary-Treasurer; Waldo Cripe, Assistant Secretary-Treasurer; Matthew Dushane, International Representative; John Mogan, Boston Agent; John Manchester, Providence Agent; Harry Collins, Philadelphia Agent; William Elkins, Baltimore Agent; Fred Sorensen, Norfolk Agent; Arthur Thompson, N. Y. Engine Patrolman; Fred Hart, N. Y. Steward's Patrolman, and Frank Berry, former Providence Agent, in the role of unofficial observer. Agent Daniel Butts of Porto Rico was the only Agent unable to attend, but his absence was due to the lengthy journey and obvious expense which would have been entailed had he put in an appearance.

For two full days, with short recesses excepted, the conference discussed the pros and cons of every vital issue concerning the structure of the Atlantic District, and the steps necessary to insure the future progress and solidarity of the organization as a whole. Every problem treated by the meeting received the fullest attention of each official, and before a definite proposal regarding each issue was formulated every man present felt that the proposed solutions to the Union's problems were in the best interests of the entire organization.

Among the most important issues treated by the conference were the disposition of the monies now in the Strike and Hospital Funds, the adoption of a uniform program in the handling of beefs, the outlining of an extended organizational drive upon companies at present not S.I.U., pending seamen's legislation now before Congress, shipping rules and their complexities, strikes and their general policy to be followed in event of their occurrence, arbitration in labor disputes, economy and its important bearing upon the structure of the District, and the need of complete and unhesitating cooperation at all times between branches and Headquarters on all problems affecting the District.

Over and above all other questions discussed, rigid economy and complete cooperation from all officials were the keynotes of the conference. Seated around the conference table in spirited discussion of the organization's problems each official realized, perhaps as never before, the need of prompt and whole-hearted cooperation between the individual branches, and, most essential, the necessity of each branch working hand-in-hand with Headquarters. The unquestioned need for a program of strict economy, particularly at this time, was recognized immediately by the conference, and the meeting, as one man, resolved to cut operating expenses to the bone wherever and whenever possible.

As the conference drew to a close, the unanimous opinion of each official present seemed to be that one of the most important results of the meeting was the establishment of a more cohesive and closely-knit organization from which the entire Union as a

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ELECTION RESULTS

ATLANTIC AND GULF DISTRICTS

Having secured the results of the recent referendum vote on officials for the Atlantic and Gulf Districts of the Seafarers International Union of North America, we herein print the official list and count.

Brother Finn Schefstad, who was elected Secretary-Treasurer for the Gulf District, had retired before the final tabulation of votes was made in the Gulf District.

Brother M. D. Biggs is now serving as the Pro Tem Secretary-Treasurer of the Gulf District.

ATLANTIC DISTRICT	
Secretary-Treasurer	Votes
John Hawk, Book 2212 (Elected)	670
Assistant Secretary Treasurer	
Waldo Cripe, Book 112 (Elected)	690
New York Deck Patrolman	
Charles Bergman, Book 521 (Elected)	719
New York Engine Patrolman	
Arthur Thompson, Book 2888 (Elected)	756
New York Steward Patrolman	
Ferdinand Hart, Book 488 (Elected)	318
Oswald C. Stone, Book 484	281
William Hamilton, Book 3400	202
3 New York Joint Patrolmen	
Alfred (Scotty) Thompson Book 2183 (Elected)	640
Joseph Scott, Book 765 (Elected)	527
Douglas Muncaster, Book 397 (Elected)	370

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New S.I.U. Officers Installed

OATH OF OFFICE ADMINISTERED

Before a packed hall at Headquarters January 29th, the new officers elected during the balloting of the past few months were officially installed and took over their new duties immediately. They were given the oath of office by Brother Matthew Dushane in the absence of Harry Lundeberg.

"I hereby sincerely pledge my honor to perform the duties of my office as prescribed by the Constitution and By-Laws of the Seafarer's International Union of North America, and to bear true allegiance to the Seafarer's International Union of North America. I will deliver to my successor in office all books, papers and other properties of this Union that may be in my possession at the close of my official term. I will also

deliver all properties of the Seafarer's International Union to the President of the same upon demand. All this I solemnly promise with the knowledge that to violate this pledge is to stamp me as a man devoid of principle and destitute of honor."

This was the pledge taken by Secretary-Treasurer John Hawk, Assistant Secretary-Treasurer Waldo Cripe and Patrolmen Arthur Thompson, Ferdinand Hart, Scotty Thompson and Joseph Scott. Charles Bergman, elected Deck Patrolman and Douglas Muncaster elected Joint Patrolman are at sea and will be given the oath of office upon their return.

Following the installation, Brother Dushane took the floor and

called upon the membership to back the new officials 100% in their new duties.

"The election of these men is an example of democratic unionism, Dushane said, "And should stand as a model for other unions. During the months of balloting, every man was given a chance to voice his choice for leadership. BUT, a Union is no stronger than the membership, so it is up to each and every one of you to get in the harness and pull together for a bigger and greater Union in the coming year."

Applause greeted the first duly elected officials as they mounted the rostrum and took over their duties in a union run by and for American seamen.

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Affiliated with the American Federation of Labor

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Atlantic District

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Philadelphia6 North 6th Street
Baltimore14 North Gay Street
Norfolk60 Commercial Place
San Juan, Puerto Rico8 Covadonga Street

Gulf District

HEADQUARTERS

New Orleans309 Chartres Street

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Jacksonville136 Bay Street
Miami815 N. E. First Avenue
Tampa206 Franklin Street
Mobile55 So. Conception Street
Houston1712 75th Street

Great Lakes District

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Your Support Needed

"NO UNION IS STRONGER THAN THE MEMBERSHIP BEHIND IT." These words, spoken by Matthew Dushane during the installation of officers at Headquarters January 29th, furnishes food for reflection.

Nothing will wreck a Union quicker than dissent within the membership. A handful of determined stooges, well planted aboard ships can sow the seed of doubt and in due time reap a harvest revolt. And don't think for a moment that various so-called "Unions" and other organizations, interested in gaining control of American shipping are not waiting the chance to plant these stooges in our midst.

They will make loud promises of better things to come, but one only has to look at them and the things they represent to get an idea as to what will eventually happen to the one who listens and believes their carefully woven lies.

For the first time in many years the Seamen are now represented BY seamen. Men whom they themselves have elected in an impartial balloting. Every qualified man in the S.I.U. had an equal chance, if he wished, to run for any of these offices. There was no railroading of candidates through the election because certain interests wanted them in office for ulterior motives.

It was a democratic election. Nothing under cover or up the sleeve. That is how elections should be held, and how they WILL be held under the Constitution.

You must have had confidence in these men to elect them. Don't let some outsider, masking under the guise of "a good rank and file union man" shake that confidence. If you have a legitimate beef against an official, there are ways provided under the Constitution to bring it before the membership. And a punishment is provided if the charges are proven.

If you hear someone damning the officials, pin them down to something and watch the squawk evaporate. If he persists ask him to come before a meeting and make his beef there, in the proper place.

None of us are perfect and mistakes are bound to be made in an organization as young as the S.I.U. We are feeling our way along, and although we are an infant as far as Unions go, we are a lusty one, and time after time have proven our fitness to represent the right thinking American seaman who is interested in seeing American ships fly the Stars and Stripes instead of the Hammer and Sickle of Moscow.

Get behind your officers and stay there. We have no highly paid "brains" to guide our policy. Brains trained in the master schools of communism. Trained to bore from within and wreck every thing that represents democracy.

We are only Seamen, bound for bigger things and determined to get for our membership the best that can be had in both wages and working conditions. To date we have the best agreements on the coast. Compare them. And we will continue to have them with YOUR backing.

N.M.U. Members Look to S.I.U.

While the N.M.U. makes desperate efforts to drive "unorganized" seamen into the folds by attractive offers of membership for \$1.00 and 25c a month dues, hundreds of disgusted N.M.U. members are being turned down for membership in the S.I.U.

These men, driven to desperation by the N.M.U. tactics, phony agreements, strike sell-out and flops, and the constant demand for more and more money to help the Commies in Spain, and other places where they are taking a shellacking, are looking to the S.I.U. as the only way out.

Governed by the membership, with no little czars holding the reins, the S.I.U. is steering a straight and steady course in contrast to that of the N.M.U., who are bouncing first this way and that.

The political meanderings of N.M.U. are so well known that they need no recounting here. They have damned something in one breath and blessed it in the next. They have made wild promises to their membership and never kept them.

Then the commissars delivered the final stunning blow when they threw the membership to wolves in their "Rotary" shipping agreement, to run two years. In one headlined story in the "Pilot" it says that Union hall shipping had been assured, and in the same store announced that the C. D. Mallory line will ship through their own offices.

No wonder that hundreds of disgusted N.M.U. men have swelled our waiting list to more than a thousand and more coming in every day.

S.I.U. CREW SHOWS HOW

Dear Brother:

Here is a little piece of writing which you may find expedient to place in the LOG:

"Of marked interest was the amazement registered on the faces of the crew of the Esso tanker, C. A. Canfield, in Texas City this week, when thirty gallons of fresh milk came aboard the Major Wheeler, Bull Line. To those phonies the prospect of acquiring fresh milk three times daily is beyond question.

For an example of what a group of real militant union men can do when they have the desire and guts to stand up and fight, we give you the Major Wheeler. Setting a precedent and especially with regards to the Bull Line, this particular ship will go right down the line until conditions equal and positively succeed the best there are. During the course of time we shall undoubtedly find an entirely new crew on this vessel. Every single condition or improvement accomplished at the present is sought to make seagoing more enjoyable for ourselves and those to follow. May the curse of Jehovah be upon anyone who retreats, in this aim, a single iota.

Vincent P. Flaherty,
Book No. 1795
S.S. Major Wheeler,
Texas City, Texas.

Attend the Union Meeting

Baltimore Highlights

Baltimore, Md. — Shipping continues moderately good out of this port with 79 members shipped and 75 registered during the past week. Last week's snowstorm following closely on the holidays jammed up shipping in the Bay and curtailed all waterfront activities for a time, but business is about back to normal again. Overtime beefs which usually are fairly heavy after any general holiday have been so light so far, which may be an indication that the shipowner is at long last beginning to interpret the agreements as they were meant to be interpreted either that or they are beginning to realize that the S.I.U. is too tough for them and that they might as well pay the overtime in the first place and save themselves a lot of headaches.

INSIST ON S.I.U. WAGES

The trend of several new steamship companies to headquarters or payoff in this port continues. Some of these new outfits are of the "Quicky" type, operating on a shoe string with the hope of grabbing some quick profits while they are to be had. However, "quicky" or no they've got to pay the S.I.U. scale and live up to S.I.U. conditions or no soap. Most of them squirm a little at first and try the lower paid, easier to get along with, N.M.U. but after one trip they realize, as most shipowners have realized, that the old saying, "You only get what you pay for," still holds good and that by hiring S.I.U. crews they may have to pay higher wages but it costs them less in the long run by having first-class seamen on their ships who know how to run a ship and are more interested in their jobs than they are in studying phoney Commie pamphlets telling of the great Soviet victory (?) in Finland and the latest change in the ever-changing Party Line.

ORGANIZATIONAL DRIVE FLOPS

N. M. U. activity in this port is at an extremely low ebb. Even with membership selling at a dollar per book they are finding no takers. There's a lot of suckers in this world, but we doubt if even the master salesman who sold the Information Booth in Grand Central Station to some poor nut who wanted a good location for a fruit stand, could sell N.M.U. membership these days. Even the finks are wise enough not to pay out a dollar for the privilege of hanging around a cold, drafty hall for six months with nothing in prospect but a ditch-digging job on the WPA.

START WATCHMEN'S UNION

It has long been the custom here for the shipowners to hire their watchmen from the Burns Detective or other scab-herding agencies at the munificent rate of \$2.50 per day. Other companies took advantage of the circum-

stances of a lot of old-time seafaring men and hired them for their watchmen. However, as most of these old-timers had carried Union books at one time or the other during their careers it wasn't long before they decided to branch out and make Baltimore a 100 percent Union port by creating a Union of their own. Under the able leadership of Harry Johnson, an old-timer who knows all the angles on the waterfront they obtained a charter from the I.L.A., and pooling all the money they had, opened their office, and after a hard uphill struggle, are really going places. In the short time they have been in action the new Union has signed several contracts and have got several nice increases for their members. They deserve all the help we can give them, boys, so when your ship hits the port of Baltimore see that you have a Union watchman on the gangway.

BRIEFS

Waterman's "Ipswich" and South Atlantic's "Sundance," both strangers to the Port, are due in here for Far East schedules. *** Panama with a Merchant Marine of 68 first-class ships needs only a few more to become the second strongest maritime country on the American continent. *** If it was left up to our patriotic shipowners, Panama would be first and the U.S. second. *** The Commission has asked for bids on the Mount Vernon, Monticello, George Washington, and the America, four old times acquired by the U.S. during the first European slugfest. *** The Commies have stopped eating fish. The fins get stuck in their throats. *** Bethlehem shipyard has a backlog of 23 ships to be built. *** Paddy Whalen, local NMU czar, was sober last week. *** Now that the C.I.O. has put in its cent's worth against the NLRB it probably means curtains for the Board with a Labor Court substitute a possibility. *** The "Voice" reports a great NMU victory of obtaining WPA work for their members. *** During the past nine months not a single member of the local SIU, SUP, or CTU has found it necessary to apply for WPA work. *** Brother C. L. K. Raymon, interior decorator extraordinaire, is back in town busy with plans to modernize the local SUP office. *** U.S. Lines will sell eight of their ships to a Norwegian buyer for the U.K. run. *** Roosevelt will run again if he can get the A.F. of L. and the C.I.O. together March 1. *** The Commies in the vicinity of lower Broadway are very quiet these days; too many husky Scandinavian seamen around that neighborhood. *** The "Please Use Paper on Both Sides" sign hanging in the toilet in the local N.M.U. Hall is a result of their decision to cut the "Pilot" to two issues monthly. *** Steady as she goes, boys!

HOSPITAL & STEWARDESS DELEGATE ELECTED

Although no provision had been made in the Constitution for a Hospital and Stewardess Delegate, May Dillon, who has been acting in this capacity at Headquarters was voted into that office by acclamation at a Headquarters meeting on January 29th. The election must still be ratified by the branches.

It was pointed out at the meeting that the few patrolmen would find it hard to spend three or four

days each week visiting hospitals and still cover their beats.

Her long record of faithful service was brought up, accompanied by petitions from hospital patients and members ashore and afloat. It was also proposed that at the next Convention a place be made on the ballot for a Hospital and Stewardess Delegate.

Get Your S.I.U. Dress Button

NEW ORLEANS

Shipping is very good here in the Gulf.

Shipped 45 men to regular jobs last week and up to this writing we have shipped 45 men to regular jobs this week.

Biggs, our new Secretary Treasurer Pro Tem, is making a tour of the Gulf branches.

The S.U.P. and the M.F.O.W. & W. boys are giving us their every cooperation down here.

Our shipping list is very low here at Gulf Headquarters. We have 20 AB's, 16 OS's, 3 Wipers, 25 Oilers & Firemen and 15 men in the entire Steward's Department. This low shipping list is due mainly because of not taking in new members.

We have shipped 30 trip card men in all 3 departments since Nov. 15, 1939.

There are 20 men in the Marine Hospital here all doing nicely.

The Isthmian ships hitting here are taking on a few replacements.

Beefs are being settled by the Patrolmen without much trouble.

E. Ward.

MIAMI

We have heard from reliable sources, that the boys on the P & O boats are getting fed up with the company Union setup. If it were the will of the membership to have this company Union, then they could control the business matters of the organization, but the men on those ships were intimidated into membership, and they are still intimidated. The Steward's Department is squawking for a \$10.00 a month raise. We don't like to say, "I told you so," but that is the arrangement. If those men had stayed with the S.I.U. to give them a ten dollar raise. Through the Company dominated Florida Independent Seamen's Union they have been wigged out of the \$10.00 raise.

We are told that the Florida Independent Seamen's Union is not a company union, but if it is not, it is the first Union that we ever heard of, where the Purser collects the dues, that is not a company Union. To quote one sailor on the Cuba, "Soon, no more mess around, pay dues on bridge." So that is the setup, but the boys are getting wise; they know that the law prohibits Company Unions, and they are going to do something about it.

Tampa Shipyards Run Full Blast

With one new ship, the SEA WITCH, already afloat and seven more under construction, the ship yard at Tampa, Florida is reported to be operating at full capacity with plenty of work for skilled men such as playwrights, ship fitters and other expert mechanics employed in the ship building industry.

The company now employs 4,400 men, an all-time high since the war, and with sixteen millions in contracts already signed and more to come, yard officials expect an unprecedented boom in the Gulf city.

The SEA WITCH is a 13,900-ton ship, 459 feet long with a speed of 14 knots and a cruising range of 13,000 miles. The new vessel and four more to follow have been assigned to the Waterman Line for service in the Far East.

90 U.S. Vessels Tied Up by War

The U. S. Government recently reported that 90 American ships had been tied up due to restrictions placed upon shipping by the Neutrality Act which prohibits American vessels from entering the war zones. The commission did not estimate the number of seamen thrown out of work by the Act.

A great deal of dissatisfaction has been voiced by American seamen against the fact that they are not allowed to sail in ships that might enter "war zones" laid out by battling European nations. This work, with its attendant high wages and bonuses have been given to ships under foreign flags, many of them recently transferred from U. S. registry, seamen claim.

They also point out that a situation of this sort puts the American shipper at the mercy of foreign owners, who are now in a position to charge whatever price they choose for hauling cargo while American ships lie idle at the dock, and seamen ashore are in actual want.

Philadelphia Notes

"United we stand, divided we fall."

How true, yet as a united body we have come quite a long way in the past 13 months, but we haven't come as far in such a short time as we should.

Now let's look at ourselves in the true light, here we are S.I.U., N.M.U., IBA, SUP, M.F.O.W. & W., M.C.S. When the real Letters Should BE O-N-E.

When are we as seamen going to wake up and stop this petty wrangling among ourselves and get together? It has been my experience in the past that the shipowner will do anything to keep us split, such as we are, as long as he can keep us fighting one another as we are. It is a cinch we don't have the time to fight him; very simple isn't it.

I as an individual have no quarrel with the rank and file of any Union, and I can truthfully say that this Union does not sponsor the agitation or slander of any Union, so in that case, what in hell are we waiting for? We are going to have to get together sooner or later, so why not now, or perhaps some of the phoney PIE-CARDS in some UNIONS object. If that be the case, it is high time that the rank and file of all Unions get together and rid themselves once and for all of that particular ilk.

If the individual will take time out he can see that the ills of our present setup is caused from a few individuals calling themselves the champions of labor, and in reality they are nothing more than out and out C????s or Labor-faking Piecarders looking out for their own particular self, the system of their approach starts in any taproom and finally winds up in wrecking of any legitimate Union, commonly known as the rule or ruin system.

It is pretty tough to go down on the waterfront and see one seaman slurring the other one; what for? There must be something radically wrong, maybe we are not being educated properly (or are we?). In plain every day sailor language, let's stow the gab and get together, as that is the real solution to all our troubles.

Harry J. Collins.

Thoughtful S.I.U. Crew Thanked

Editor, "The Seafarers Log" Brother:

I would like to see honorable mention published in the "Log" for the crew of Deck & Engine Dept's of the S.S. Barbara of the Bull Line. These brothers are real brothers and true union men.

On Nov. 17th, 1939 I was injured on board the S.S. Mary of the Bull Line and went to the hospital at San Juan P.R. On Dec. 14th I was discharged and assigned by the company to the S.S. Barbara as a passenger for the homeward passage. I requested quarters with the crew and was accommodated. My home is in New York and the "Barbara" was sailing for Philadelphia and was the only ship arriving north in time to bring me home for Christmas, so when the company settled and paid me off I immediately sent my destitute family in New York 99% of my money, leaving just enough to pay my fare and expenses to New York, after I paid six months' dues and \$2.00 to the San Juan "stew pot."

The brothers soon got wise and the old S.I.U. spirit went to work. First one brother and then another tossed me a pack of "butts" and I smoked well, believe me! But here is the absolute and positive proof of the brotherhood and true unionism of the "Seafarers."

These brothers were all practically broke and it was nearing Christmas and they weren't being paid off until they hit Baltimore. Nevertheless Brother C. S. Mason, Deck Del. (I sail below myself) and Brother F. Santolacis, Engine Del., navigated around among the brothers against my wishes and on landing day in Philadelphia presented me with fare and expense money to New York. Their pay-off was only to be 16 days minus their Puerto Rico draw. Sincerely these brothers lived 100% up to our slogan, "Brotherhood of the Sea."

I cannot fully express my deep appreciation to these brothers and I would like to see this letter published in the "Log." Opportunities may come and I may be able to help any one or all of them some time, and you may feel assured that I will.

Fraternally yours,
Leonard L. Funk,
Engine No. 5773, Atl.

New Device Checks Ship Vibration

Vibrations set up by the engines of seagoing vessels are smoothed out by which propellers are connected to the ship's motors only by a quarter-inch gap of air.

Developed by the Westinghouse Electric & Manufacturing Co., the electric coupling was given a successful trial by the Sun Shipbuilding & Dry Dock Co. of Chester, Pa., on the Mormacpen, first of fifteen cargo vessels being built for the Maritime Commission.

In the trial run, power from four 2,225 horsepower Diesel engines was delivered to the propeller shaft by means of four squirrel-cage induction motors and permit instantaneous connection and disconnection of the engines from the gears.

When the inside armature of the coupling is turned by the engine shaft, magnetic forces are set up which turn the outside field and thus revolve the ship's propellers, engineers explained.

S.I.U. Proving to Be the Union

The year 1939 has been a most successful year for the Seafarers' International Union, the most "DEMOCRATIC MARITIME UNION," on the Atlantic and Gulf Coasts.

Working conditions and contracts have been won and a new and better series of agreements with various companies secured. No less important the moral and self-confidence of the membership at large has risen to new heights. Much has been accomplished at a minimum of cost and inconvenience to the membership. Since its inception the affairs of the Seafarers' International Union have been run by the members directly, free from the intervention of dues consuming top committees and political clicks who represent interests foreign to the cause of maritime labor. The membership of the S.I.U. earning their dollars on ships at sea know what they want and have proven their ability to manage their own affairs with the result that we may point to our union with pride and challenge the N.M.U. fakers to equal our accomplishments.

One has only to compare the stand taken by the S.I.U. on the Maritime Commission Plan for regimentation and hamstringing American Seamen and the war bonus issue with that of the N.M.U. to determine which organization is most progressive. Detailed comparison of the agreements on the various types of ships will prove the superiority of S.I.U. agreements. A study of the organizational setup of the S.I.U. versus the N.M.U. will indicate greater economy and efficiency in the S.I.U. as a sounder organization. The unvarnished truth remains, members of the S.I.U. are securing better agreements and conditions at less cost in dollars and cents to themselves, than the membership of the National Maritime Union. Furthermore the S.I.U. is operating within its income and has no staggering debt to liquidate as has the N.M.U.

Various attempts, on the part of N.M.U. officials, designed to lure the membership of the S.I.U. into the N.M.U. have boomeranged as is shown by the hundreds of N.M.U. men who have applied for membership in the Seafarers' International Union. The S.I.U. is not a dues-collecting racket and for the purpose of guaranteeing rapid shipment of members off the beach, the membership has been strictly limited. For this reason many applicants have been disappointed in their efforts to secure a book in a real union. The employment of our membership must be secure at all times and new members cannot be admitted until there is a shortage of men in the rating desired.

The antics of the National Maritime Union during the past year climaxed by the negotiation and conclusion of the phonest agreement in existence by N.M.U. officials has unmasked without doubt the true character of the N.M.U. dominated by a Communist Dictatorship. This has closely paralleled the exposure of Soviet Russia for the farce that it is. It is hoped that all disillusioned seamen who have been lulled into false security by the N.M.U. Commissars and Company Union Promoters will throw off these shackles which are now holding them in bondage, and establish one dominant SEAFARERS' INTERNATIONAL UNION for the prevention of government regimentation and the establishment

WHAT'S NEW at the MEETINGS?

NEW YORK

The Secretary-Treasurer with a committee from the crew of the S.S. City of Savannah met with the Savannah Line officials during the week in an effort to secure amendments to the Savannah Line agreement. After many hours of wrangling, the committee was able to get an increase in the ratio of time back. Two (2) hours off for each overtime hour worked. The crew have the option of taking time off. Several ratings in the Stewards' Department received increases in the basic monthly wage.

The membership went on record to let Ex-Agent William McKay act as Stewards' Patrolman in the Port of Baltimore until the duly elected Patrolman arrives to assume his position.

Brother Charles Bergman, the elected Deck Patrolman for the Port of New York has been heard from. The Union has granted him an extension on the time limit to assume office inasmuch as the Brother is on a ship now bound for New York.

All ships were covered and the usual amount of beefs were settled satisfactorily. Ninety men were shipped during the week.

Members are cautioned to be sure that their shipping cards are stamped when they receive them back after each meeting.

BALTIMORE

An S.I.U. crew has been put aboard the Maritime Commission ship Red Jacket and the Agent reports that the old crew were Hoffman Island men, and not much good. The Waterman Line has taken over this ship under a bare-bottom charter.

The new Agent, Brother William Elkins, reported the affairs of the Branch to be in good order and hoped that with the cooperation of the membership, the coming year would be as progressive and successful as the past year had been under the leadership of Brother William McKay.

PROVIDENCE

The new Agent, Brother John R. Manchester, reported that the S.S. Naushon will leave New Bedford for New York or Boston where she will be changed to an oil burner. All four of the New England boats will be changed to oil burners this Spring. These ships are under the Railroad Retirement Act, and we have a closed shop agreement with all shipping coming through the hall.

The tug "Kaleen" called the Agent for colored coal burning firemen, but none were available, so the Boston Branch was contacted.

NEW ORLEANS

M. D. Biggs, Secretary-Treasurer Pro Tem, reports that he had been in conference with Brother Harry Lundberg, and the Agents of the Gulf District for four days. In this conference, the Waterman and Mississippi line agreements were taken up clause by clause, for the purpose of interpreting the agreements in the Union's favor.

Some of the sections of these agreements will have to be taken up with the Shipowners, in order to get them changed or scratched out of the agreement. A Committee will meet with the Shipowners as soon as possible to straighten out these agreements.

Brother Biggs is now making a tour of the Gulf Branch.

of the conditions of work and wages to which they are entitled,
Waldo Cripe, S.I.U. No. 112,

The N. M. U. MERRY-GO-ROUND

PHONEY PILL SUGAR-COATED

With a raw agreement for bait the N. M. U. has launched a last desperate attempt to drag into the coils of the Commies the many seamen who have resisted with fist and club the Moscow controlled so-called "Seamen's Union".

In a full page ad addressed to "UNORGANIZED SEAMEN" and naming men employed in Standard Oil, Socony, Tidewater, American Range, Eastern Steamship, Baltimore Steam Packet, Ocean Steamship, Isthmian Line, P & O, Texas Oil, Sun Oil, Atlantic Refining, Colonial, Mississippi Shipping, Bull Line, Seas Shipping, Seatrains, Southern Steamship, Cities Service, Continental Oil, Sabine Towing, Cuban Distilling, Waterman, Merchant and Miners, Calmar and Ore Steamship; the Pilot pleads with the crew members to come under the tender wing of Moscow.

Just how the N.M.U. arrives at the conclusion that many of the above named lines, now holding contracts with the S.I.U., agreements for better than their own "Rotary Shipping" contracts, are not organized is beyond the calculation of 100% American seamen.

But the tip-off is the grab for the Holy dollar. Instead of a full dues payment, Preliminary Membership books will be issued for the sum of \$1.00, with dues placed at 25c a month. This gives the "preliminary" member the right to hang around the N.M.U. hall for three or four months waiting for a job.

A nice catch in the trap is a paragraph which says that the books will be honored and changed to full membership books when and if the N.M.U. gains control of, or is certified by NLRB as the bargaining agent. However it goes on to say that only a certain number of these men will be admitted each month.

NOW—Let's say you hold of these books and the N.M.U. take the ship over, a remote possibility, and the Patrolman comes aboard. You hand him your "Preliminary" book, fully expecting to hold your job. The Patrolman gently breaks the bad news that there are no vacancies, so there is nothing left for you to do but pack up while the boys from the beach come aboard, grinning at your innocence.

N.M.U. AGREEMENT SMELLS

A careful scanning of the new two year agreement recently signed by the National Maritime Union with the ship owners brings to the noses of real American seamen the stench of long departed fish.

While there is no space to take the agreement article by article and pick it to pieces, it might be well to point out a few of the more outstanding features, outstanding in the fact that they have placed he N.M.U. membership right back where the seaman was 20 years ago.

First, the PILOT screamed in black headlines that Rotary shipping was included in the agreement. Now, let's see. The employment clause states that in the event the Union is unable to furnish men the company retains the right to ship off the dock. So far so good. BUT—no where in that agreement does it specify that men must be shipped through the Union Hall! That's their rotary shipping, the N.M.U. men will rotate from company shipping master to company shipping master, just as they did before the coming of the Unions.

Boni-fide, honest Seamen's Unions have fought this practice for years, and at last forced the companies to ship their men through Union halls. This meant that every man had an equal chance for a job without a \$5 or \$10 payoff to a company crimp.

Now the N. M. U. has handed back to the shipowners the right to pick and choose. And in no time at all, by careful sorting they will have the ships loaded with company men, then will come the pay-off. With the ships manned with men they can depend upon as being loyal company stooges, the N.M.U. will suddenly find itself sitting out in the cold.

Other provisions call for a scale of wages in the Steward's department at \$5 less than agreements signed by the S.I.U. for certain jobs. It also calls for longer hours in the Steward's department, the loading of stores, ad infinitum.

RIGHT-ABOUT-FACE

So it has come to pass that the N.M.U., whose membership books are loaded with assessment stamps testifying to the fact the member has paid out his hard earned money to aid the Commies in Spain, has decided that money sent abroad to assist destitute war victims may embroil us in a war. In the few well chosen words of Bob Burns, it makes us want to "varmit". The N.M.U., who black-jacked their members into financial aid for Spain, has passed a resolution demanding that President Roosevelt cease all aid to little Finland, and prevent any American money from going to that country. They based this on the statement that there is enough hunger in this country to be appeased. Apparently this situation did not exist at the time of the Spanish war, or did it? Or could there be an ulterior motive, based on the fact that tiny Finland has toppled the mighty bear from his throne, a throne built on a foundation of human bodies and misery?

Curran's Merry-Go-Round goes round,
But now it makes a creaky sound,
The boys are down in the mouth,
Because their dough's going south,
As Joe's Merry-Go-Round breaks down!

Hop on, boys, and get in the swing,
Joe's due to hit you with another ding,
So grab your last short ride,
And lose some more of your hide,
Before the Merry-Go-Round goes zing!!

'Round and 'round she goes . . .
But where?? . . . Nobody knows!!!

ELECTION RESULTS

(Continued from Page 1)

Frank C. Deyo, Book 1226	363
Cesar Serrano, Book 1653	317
Boston Joint Agent	
John Mogan, Book 216	
(Elected)	574
Bruce B. Darcy, Book 723	
	325
Boston Engine Patrolman	
Vincent Yakavonis, Book 1774	
(Elected)	643
Boston Engine Patrolman	
(Write-ins)	
C. Bombardier, Book 2507	
(Elected)	66
J. L. McHenry, Book 425	
(Declined)	94
Boston Steward's Patrolmen (2)	
John A. Martin, Book 349	
(Elected)	738
Everard Bayne, Book 13	
(Elected)	659
Providence Joint Agent	
John Manchester, Book 394	
(Elected)	244
Simpson Blackwood, Book 646	
	233
J. E. Lapham, Book 247	
	210
Philadelphia Joint Agent	
Harry J. Collins, Book 496	
(Elected)	732
Philadelphia Joint Patrolman	
Joseph Flanagan, Book 542	
(Elected)	499
Harry Goldberg, Book 1485	
	219
Baltimore Joint Agent	
W. H. Elkins, Book 748	
(Elected)	602
Baltimore Deck Patrolman	
Rexford E. Dickey, Book 652	
(Elected)	570
Bill Snead, Book 4568	
	258
Baltimore Engine Patrolman	
Thomas Hipple, Book 3271	
(Elected)	410
L. F. Deutsch, Book 2860	
	338
	338
Baltimore Steward Patrolman	
(Write-in)	
J. Vechio, Book 1616	
	20
Norfolk Joint Agent	
(Resolution Ballot)	
Fred Sorensen	
(Elected)	958
Norfolk Joint Patrolman	
(Write-in)	
L. Paradeau	
(Elected)	32
San Juan Agent	
Daniel Butts, Book 190	
(Elected)	515
GULF DISTRICT	
Secretary-Treasurer	Votes
Finn Schefstad, Book G-4	
(Elected) Retired	355
New Orleans Deck Patrolman	
C. M. Rogers, Book G-2	
(Elected)	386
New Orleans Stewards Patrolman	
H. N. Peterson, Book G-38	
(Elected)	388
New Orleans Engine Patrolman	
L. E. Wessels, Book G-1	
(Elected)	223
Mobile Joint Agent	
Olden Banks, Book G-1	
(Elected)	407
Mobile Deck Patrolman	
Oscar Stevens, Book G-115	
(Elected)	341
Mobile Engine Patrolman	
E. Albritton, Book G-61	
(Elected)	320
Savannah Joint Agent	
Charles Waide, Book G-54	
(Elected)	320

ATTENTION! Joseph Curran

An envelope from COMMON SENSE, 315 Fourth Ave., New York City, and addressed to Joseph Curran in our care is in th mail room at Headquarters. We will be glad to give this to Mr. Curran at any time, and also furnish a quiet room where he can read it.

RADIO PROTECTION FOR LAKES

Present radio communication facilities of shipping on the Great Lakes and coastal waters do not adequately protect life and property. Federal Communications Commissioner Brown reported to that commission in recommending legislation and other regulation to insure better safeguards.

For ships on the Great Lakes, a uniform system of radiotelephony is proposed. This would be established by formal agreement between the United States and Canada, supplemented by legislation of the respective countries, to take effect for the 1942 navigation season.

For vessels using the bays, sounds and other seaboard waters of the United States, an optional use of radiotelephony or radiotelegraphy is recommended, effective January 1, 1942.

This is the gist of an exhaustive "special study of the radio requirements necessary or desirable for purposes of ships navigating the Great Lakes and the inland waters of the United States" ordered by Congress on May 20, 1937, in amending the Communications Act of 1934 for the purpose of promoting safety of life and property at sea through the use of wire and radio communication.

ATTENTION

Papers Found

Will the below named Brothers please communicate with the Headquarters office of the Atlantic District in New York and claim their papers, discharges and certificates that have been turned in by persons finding them:

JOHN BRYAN PATTON
E. A. EDWARDS
PAUL CHARLES MYERS
LAWRENCE P. MURRAY
JUAN MARTINEZ
JOHN MADDEN

Atlantic District Conference

(Continued from Page One)

whole would benefit. The spirited determination and quiet optimism which marked the efforts of each man gave high promise for the year ahead, and, with the formulation of the most important issues of policy which at present concern the District the officials justifiably felt that the conference had achieved constructive and beneficial results.

The conference officially adjourned at 6:30 P.M. Friday night, February 9th, as the officials prepared to return to their local branches. The last action taken by the conference before adjournment was a motion which carried unanimously to present a detailed account of the meeting's proceedings to the membership at all branches and Headquarters for two consecutive meetings for their action thereon, and, further, to submit the entire conference's activities to the membership aboard ships for a period of thirty days to enable them to take similar action.

Shipowners Have Dough

Nineteen thousand dollars per month, bare bottom, was the charter price paid by the Waterman Line for the new SEA WITCH, according to the Maritime commission.

POLICE RESCUE SAILOR

His ankle broken after he had been knocked overboard by a sling load of cargo, Edward Lamke, an A.B. on the Harpoon of the Shepard Line, was taken to the marine hospital suffering from submersion in addition to the broken ankle. Lamke was struck by a load of lumber as he was coming up the gangway and the tide swept him away from the ship so quickly that life rings thrown to him were useless. A passing police car fired a new type portable life preserver at the drowning man and it struck the water close enough for him to grasp it.

Aluminum Agreement

(Continued from Page 1)

ing and unmooring ship, a good clause covering the handling of penalty cargo and all hands are to be used to lower and top booms, there also is a very beneficial clause regarding the handling of hatches.

In the engine department, when cargo is being worked after 5 P.M. and before A.M. the man oiling the winches is to get overtime, and at the same time the man in the engine room gets the same overtime, we haven't lost any conditions in the engine department but the agreement calls for the deck engineer to get a base pay of \$90.00 per month, other agreements call for \$82.50 per month.

In the steward's department, the men get overtime in all ports on Saturday afternoons, Sundays and Holidays. There is also a clause that if they are required to do any painting, they shall receive overtime for such work. There is also a clause that deals with extra compensation for serving meals to anyone who is not a member of the crew.

The agreement was negotiated by Brother Matthew Dushane. It was ratified by the membership at Headquarters and will be sent to all branches for acceptance.

John L. Lewis

(Continued from Page One)

iced for presentation to the White House.

To cap the climax Lewis blasted President Roosevelt three times in three days, then while turning to take a bow from the C.I.O., fell flat on his face over the praising of the President by his own United Mine Workers who intend to stick to Roosevelt, come what may.

Brushing the coal dust out of his mane, Lewis looked around for newer, greener and if possible softer fields. Lashing out blindly the discredited leader leaped on probably the last friend he has in high officialdom, Secretary of Labor Frances Perkins. "A nice lady, but woozy in the head," he grunted, turning his face to the wall and hoping the blow would be a gentle one when it fell.

NOTICE

Brother E. Cetti, No. G-93, has asked that the following notice be run in the SEAFARER'S LOG:

Anyone knowing the whereabouts of Egil John Alfredson please get in touch with his daughter, Miss Evelyn Alfredson, at 192 Lincoln St., Savannah, Ga.