



CREW SAVED BY "SEA LUCK",

S.S. ROBIN MOOR'S FATE SPURS UNION DEMANDS FOR HIGHER BONUS, INSURANCE

Eastern Capitulates to SIU as Strike Vote Is Taken on New Agreement

After the Seafarers' International Union had taken a strike vote on all Eastern Steamship Co. tubs, the Company quickly came to terms with the Union last week and signed an agreement granting the most essential demands put forward by the men. The Company capitulated with startling rapidity as soon as the strike vote made it clear to the shipowners that the SIU meant business.

The main points in dispute on which the Company gave in were the following:

1. Cash overtime for docking and undocking for the watch below, and after 5 P.M. and before 8 A.M. in the Deck Department.
2. In the Engine Department, payment of overtime for the Fireman or Water-tender on watch while cargo is being worked between the hours of 5 P.M. and 8 A.M.
3. The Stewards Department obtained a reduction in the spread of hours in which they are to perform their day's work.

Concessions raising overtime pay to 80 cents per hour and increasing monthly wages by \$10 to meet the SIU standard on coastwise ships were granted by the Company in a special rider signed several months ago and are, of course, included in the new agreement.

Curran and Co. have long singled out conditions on the Eastern ships as special subjects for abuse and vilification of the SIU. But the SIU men on the Eastern ships today enjoy a wage scale which is \$5 per month higher than NMU men get for the same type of run!

More important, SIU men on the Eastern ships get better conditions in the new agreement, going coastwise, than NMU men get on the off-shore ships!

Once again, militant SIU action has scored a big victory over the shipowners. The Eastern agreement brings standards on SIU ships everywhere higher than anything Curran and Co. have been able to obtain. High time for the bona fide seamen in the NMU rank and file to wake up and take notice. The road to advancement for the seamen is under the banner of the militant SIU.

**ATTENTION
Ralph Miller**

Please communicate immediately with Attorneys Hillman & Hillman, 414 Munsey Building, Baltimore, Maryland. Your claim has been settled.

Another View:

What's Holding Up "National Defense"?

Taking issue with the labor-baiters, a scientist in Government service gave a different story about the reasons behind the lag in the "defense" production than we usually find in the papers. Addressing a New York state health conference, Dr. Thomas Parran, Surgeon General of the United States Public Health Service, declared on May 20:

"In 1940 disability took 50 times the losses due to strikes and lockouts. Though little discussed, this is the SINGLE greatest factor slowing up the production schedule."

Working time lost through illness and injuries, according to Dr. Parran, reaches the total of 350,000,000 work-days per year.

But, of course, all this is unimportant to the brass check press of the employers. It doesn't fit the campaign to ban strikes and gag labor organizations.

AF of L Urges Wage Boosts To Offset High Living Costs

WASHINGTON, D.C.—The cost of living in thirty-three large American cities has increased more than three per cent in the past year, according to figures made public by the Bureau of Labor statistics.

Navy Has Plan To Arm All U.S. Merchant Ships

WASHINGTON, D. C.—In a press conference this week, President Roosevelt disclosed that the Navy Department has fully worked out plans for the arming of American merchantmen.

The announcement came as a result of inquiries as to whether any action was contemplated in view of the fate of the Robin Moore.

The President stressed, however, that actual arming of the freighters is possibly dependent upon Congressional legislation.

Food prices have leaped six per cent, clothing two per cent, rent one per cent, house furnishings two per cent and miscellaneous items two per cent, the survey showed.

American Federation of Labor officials declared that these increases in living costs constitute a virtual wage cut for American workers and justify general pay increases in every industry where wages have not been adjusted to new price conditions.

"The working man's dollar," President William Green, commented, "does not go nearly as far now as it did a year ago . . . These figures from the Department of Labor prove what every housewife in America knows. We urge all labor organizations affiliated with the American Federation of Labor to make use of these figures in collective bargaining for the protection of their members. It is the best argument possible for wage increases. . . ."

Seafarers Summon Shipowners to Confer on Reopening Agreement

Admitted as much by First Mate Melvin Mundy at Capetown, and openly proclaimed by the whole press of the country, it was pure "sea luck" that saved the crew and the passengers of the Robin Moor from a place in Davy Jones' locker. Ten crewmen and one passenger have landed in Brazil; 28 crewmen and seven passengers have arrived in Capetown. No precautions for safety, not even a wireless message from the allegedly German submarine that sunk the ship, was responsible for their safety. It was just fate.

The tear-jerking press, which has done its best to build up one of those "incidents" which are generally used to touch off armed action in international conflicts, did not spare a trick in be-moaning the men of the Robin Moore, while they were reported lost.

But not once, in not a single article that has come to our attention, has any of the boss-controlled newspapers ever as much as hinted that the seafarers who go out to meet such risks are entitled to a more adequate compensation than the pittance they are getting.

Not once was the matter of protecting the seamen themselves and safeguarding the interests of the families they leave behind them ever raised. All the moans and groans were synthetic blubber percolated with a political purpose in mind that had nothing to do with the actual fate of the seamen involved.

Just as before the sinking of the Robin Moore, we can expect the same venal scribes to forget all their tear-jerking when the

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I.L.A. Acts As Gov't Takes Over Morgan Line

More than 500 N. Y. long-shoremen, checkers and tow-boat workers, affiliated to the International Longshoremen's Association (ILA) walked off their jobs in protest last week when word reached them that the Morgan Line fleet of ten ships, which was the source of their employment, would be taken over by the United States Government.

The walkout spread to Baltimore this week, as nearly 200 dock workers who had been employed removing cargo from the

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S.I.U. Cannery Union Sweeps CIO Stronghold

Sweeping the Communist-Party-controlled C.I.O. from the field in one cannery on the West Coast after another, the Fish Cannery Workers Council of the Pacific, affiliated with the S.I.U., last week moved into the stronghold of the CIO at San Diego, when they obtained an election at the big Van Camp cannery from the National Labor Relations Board last week.

Trumped by Signed Pledges
The CIO organization in the cannery was forced to consent to an NLRB election after the S.I.U. affiliate confronted them with 244 signed cards passed on by the Board with an additional 45 yet to be passed.

Subjected to all kinds of intimidation by the little Stalinist clique running the CIO organization in typical dictatorship fashion, the rank and file Van Camp workers refused to be moved from their position of signing cards to have the Seafarers' International Union (AFL) represent them.

Victims Join S.I.U.
Many have deserted the CIO organization in recent months, including the courageous Gladys Shields, a member of the Van Camp workers' negotiating committee in the past year, who was expelled from the CIO outfit in one of the infamous Moscow Trial purges that are regularly conducted against dissenters by the Stalinite hatchet-men.
The SIU cannery workers Union in a recent issue of their paper, the "West Coast Fisherman & Fish Cannery Workers", declare that they are fully confident of defeating the CIO in the elections ahead and of lining up Van Camp solidly for the Seafarers' affiliate.

Published by the
ATLANTIC & GULF DISTRICT
of the
Seafarers' International Union
of **North America**

Affiliated with the American Federation of Labor

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Crocodile Tears

"Conscription is the punishment the rank and file of labor will have to suffer, if you do not take swift action to stop strikes in defense industries. You have already lost much of the public's friendship by your short-sighted policies; you will lose all your friends if you do not take steps to match the sacrifices of the boys who have given a year and perhaps the whole of their lives to their country for \$21 a month."

—Editorial in the New York Daily Mirror, June 5, 1941.

"We are drafting men into the Army, to work for \$21 base pay plus board and room. They have no right to strike for higher pay or better working conditions. Workers in industries supplying our armed forces go on striking as if these were ordinary boom times with no national emergency visible."

—Editorial in the New York Daily News, June 6, 1941.

* * *

The above are two items picked at random on successive days, from the brass check press which heeds the Master's voice in Wall Street. Such press items can be culled from the venal newspapers in a dozen cities on practically any day of the week nowadays.

They all sing the same tune: dire threats of suppression if labor should continue to exercise its constitutional rights to obtain a few cents more in wages, a few more decent working conditions.

They all shed the same crocodile tears for the working stiffs in uniform who are now making \$21 per month.

They seem to imply that the working stiffs in the Army camps are all adither against the wage increases which their brothers in the factories, mills, plants and ships are getting. Nothing could be further from the truth. No one resents more the crocodile tears shed by the press hyenas in the pay of Wall Street than the working stiffs in uniform themselves.

* * *

We have before us, as we write, a number of letters from S.I.U. members in different Army camps. Here is how these much-bewept \$21-a-month men really feel about recent advances made by the Seafarers' International Union, for example:

May 23, 1941

"I notice the nice, delicious increase in the war bonus our Union is getting. Boy, I think it's swell. I HOPE THE BOYS KEEP GETTING A WHOLE LOT MORE. . . ."

Fraternally, SIU #6577."

* * *

June 3, 1941

"Thanks very much for your prompt answer to my request for Seafarers' literature. I enjoyed reading it very much AND WAS REALLY GLAD TO NOTE THE RECENT EVENTS AND HAPPENINGS TO OUR ORGANIZATION. . . ."

Fraternally, SIU #5556."

* * *

Now this hardly looks as if the working stiffs in the Army camps are beating themselves up into an angry lather over the advances made by the Unions!

This hardly looks as if the doughboys appreciate the bitter crocodile tears shed over them by the sob-sisters (both male and female) of the venal press.

What it does show is that Union men remain Union men no matter where they are. That, when they are drafted into the armed forces, they depend upon the working stiffs who are left behind to hold the line for them on the labor front, so that when they return they can return to work with decent wages and tolerable working conditions.

We do not have the facilities to conduct "polls of public opinion," like the tycoons of the employer press have. But we venture to say that the opinions expressed in the above two letters are shared by the overwhelming majority of labor men in the Army camps, as well as by their families at home.

We do not know how they feel about the \$21 a month they are getting. But we venture to say with absolute conviction that, if they are ready to take up arms for defense at that or any other wage, it is because they want to defend the right to freedom of the American people. Against Hitler's Nazis or against any other enemy that threatens those rights.

And among those rights is the right to better wages and conditions; the right, if need be, to enforce better wages and conditions by means of the economic power of labor—the right to strike!

Spare your crocodile tears, gentlemen of the press!

Robin Moor Fate Spurs Union's Bonus Demands

(Continued from Page 1)

Unions to which the seamen of the Robin Moor belong, put in their demands for a revised war bonus and a hiked war risk insurance, such as the sinking of the Robin vessel in so-called "safe waters" has proved to be absolutely in keeping with present requirements.

The agony, the mental torture of the families waiting with a last hope ashore, the tremendous suffering and hardships undergone by the seamen in the life-boats, face to face with the prospect of a watery grave — is, however, burnt deep into the memories of the seamen themselves. They and their Unions are not going to pretend to shed pious tears. They are out to get action for self-protection and for a measure of alleviation—how little that is really possible—of any future suffering.

Last week the Seafarers International Union sent letters to all companies in the deep-sea trade under contract with the organization. These letters request conferences to reopen the agreements relating to war bonus, war risk compensation, compensation for clothes lost, etc.

The S.I.U. is determined to get a square deal for the seamen who undertake the great hazards of sailing in these days. The Robin Moor sinking proves that they have not had a square deal in the past.

A decent war bonus, adequate war risk insurance and improvements in the safety devices on board ship — these are the demands that the S.I.U. is putting up to the shipowners. These are demands that only fate has luckily prevented from being underscored as just, by the very lives of the seamen of the Robin Moor.

The Robin Moor men are alive and safe. They and their fellow seamen are thankful for that safety. They are out to protect it as Union men, to the best of their ability.

Let the shipowners come across with something besides "patriotism"—with some of the gold they are reaping on the backs of the men who work for a living and who are actually taking the risks.

I.L.A. Acts As Gov't Takes Over Morgan Line

(Continued from Page 1)

S.S. Almirante, failed to appear for work.

This I.L.A. action is in protest against the transfer to the United States Government of the Morgan Line, oldest American flag shipping company, in operation since 1835. The Union protests against the company's precipitate agreement to the transfer, without taking into consideration the fate of its more than 2,400 employees along the coast, for whom no arrangements have been made whatsoever.

S. J. Cooper, general manager of the line, used the old red herring when he dubbed the Union action "a strike against the government." At Union headquarters in New York, it was announced that a message had been received from William H. Davis, vice chairman of the National Defense Mediation Board, that the board would take action in the case as soon as possible.

SLAVE LABOR IS NO SOLUTION

(Excerpts from an Article in the American Federationist, June, 1941)

By GEORGE MEANY,

Secretary-Treasurer, American Federation of Labor

The advocates of the Vinson Bill beat their breasts and cry out that it is really not an anti-labor measure. They say that it merely calls for a compulsory "cooling off" period before a strike begins. This compulsory "cooling off" period, they point out, is limited to twenty-five days.

They cite this time limit with the air of someone making a brilliant point. But, as a matter of fact, the time limit is of no consequence. Obviously, if Congress has the power—despite the Thirteenth Amendment to our constitution, which presumably abolished slavery in this country for all time—to force men and women, under the threat of criminal punishment, to work against their wills not for twenty-five days but for even one minute, then Congress has the power to compel them, by the same method, to work indefinitely without their consent.

And that is slavery. That is what Hitler has done. That is precisely what we are supposed to be building planes and guns and tanks and ships to prevent from coming to our country. . . .

The sponsors of the Vinson Bill and of similar measures aver that their purpose is to assure continuity of industrial production. But history demonstrates that strikes cannot be prevented by passing a law forbidding them. Men with serious grievances have always found a way of expressing them.

During the World War harsh measures were passed in Great Britain to prohibit stoppages in the munitions industries. What happened? The number of man-days lost through strikes went from 2,400,000 in 1916 to 5,600,000 in 1917 and 5,800,000 in 1918.

No-strike legislation as a means of insuring industrial peace has failed in other countries too. And it has failed right here at home. The Colorado law of 1915 and the Kansas law of 1920 were both ineffective.

The simple truth is that a compulsory work statute would not be at all helpful to the defense program but, on the contrary, would cause industrial chaos. The law could not be enforced without the extreme use of police power.

The resentment of the workers would be of enormous proportions and, in view of the fact that the law would be in brazen violation of the Thirteenth Amendment to the Constitution, their anger would be easy to understand and to sympathize with.

Seafarers' Log Honor Roll

S.S. GREYLOCK—

F. Gallick, \$5; G. Ehmsen, \$3; R. Bellevance, \$3; B. Almeida, \$1; N. Kastrupp, \$3; Conner, \$3; Eberhart, \$3; Collet, \$3; P. Kaminski, \$3; J. Murphy, \$3; J. D. Lewis, \$3; F. Camacho, \$3; Z. Aguayo, \$3; H. De Booy, \$3; J. Dihen, \$1; E. Shea, \$3; C. Moulaison, \$3; W. Camlet, \$3; F. Hathaway, \$3; C. E. Norman, \$1.50; J. Mondano, \$1; J. P. Schork, \$1; W. Bielevich, \$3; T. Shea, \$3; G. Kennedy, \$3; Edward Hannon, 4th Assist., \$2. \$69.50

F. Williams 1.00

J. J. Williams 5.00

H. Jansen80

S.S. BAYOU CHICO 2.00

S.S. BIENVILLE 20.00

S.S. COLABEE— Stewards Dept. 3.50

Engine Dept. 7.70

Bos'n S.S. Robin Grey 3.00

R. Terrell 1.00

H. Kohlbus 1.00

H. Hill 1.00

S.S. IPSWICH— Engine Dept. 6.00

Deck Dept. 1.75

Dan Hay 1.00

C. Magnum 1.00

S.S. EVANGELINE 21.00

S.S. ALCOA MARINER 6.42

W. Corbutt50

Otto Preussler 1.00

A. Ford 1.00

C. Hinton 1.00

S.S. PAN ROYAL—Deck Dept. 7.00

H. Sherwin 1.00

S.S. CLARE—Steward Dept. 1.25

C. J. Dougherty 1.50

M. M. Peabworth 8.00

J. W. Jenkins 1.00

S.S. AZALIA CITY 6.65

S.S. ALCOA CADET 4.76

S.S. CORNELIA 4.11

J. Lord 1.00

S.S. PENMAR 8.50

M. Longfellow 1.00

M. Hairelson 1.00

E. Green 1.00

S.S. SACCARAPPA 23.00

D. DeDuisin 1.00

S.S. MARY 5.00

T. J. Lively 1.00

S.S. KENMAR 20.50

W. Johnson 1.00

Total. \$255.44

What's Doing—

Around The Ports

PHILADELPHIA

Editor, Seafarers Log:

What is news in this fair port of *Amor De Sorello* (brotherly love to you)? Incidentally, we dug this one up from none other than Leonard Arrera, who now graces our humble hall once again—but, as we were saying, what's news?

Well, we succeeded in grabbing the proverbial bull by his more proverbial rear end and threw him so hard and fast that we induced the Isthmian Line officials to pay the same bonus as Waterman, and also to hire men direct from the hall. How's zat?

Of course, this hiring applied to only one ship, but it was a sort of a victory for us, in view of the fact that the Personnel Manager of said company once told us he didn't want any part of our union.

The main point of this issue is that the Isthmian Line will have to pay the same bonus to all of their ships, as a clause in the former bonus specifies this point. Why hire lawyers? So the Isthmian men can now thank the SIU for already procuring at least a very favorable bonus agreement for them. Two of these same ships left here with almost 100% crews.

But the surprise and prize of the week was when we got a phone call from some one to send some messmen, O.S., coal-passers and coal burning firemen. For the latter, we phoned to the Museum of Anthropology, but were informed by them that those animals were extinct, but if we looked around the wilds of Hoboken or Jaoppy, we might spare one or two.

Well, undaunted, we began an exciting hunt around our own wilds and, after a long and tiresome search, bagged Brothers Palmer, Wilson and "Pretty Boy" Johnny Day—the scourge of the Arctic regions of Philadelphia. All three looked ferocious with slice bars in their hands and when the patrolman went on board the ship he thought he was back in his native land.

However, the ship's name was the *Essex*—famous merchant "spot ship." This same ship was the one the M&M used, to entertain and harbor scabs and strike breakers during the hectic days of '36 and '37. The odor still pervades the place. We weren't the least bit surprised when the men gave us a beef about the ship crawling with vermin.

The skipper had the ship fumigated—after a fashion—and lo and behold, the magots came out of the wood,—perhaps they forgot to follow the rest of their brothers to the NMU when they left, as that is where the original spot boys galavanted now. Of course, this ship no longer belongs to the M & M, as she was sold to the White

Pearl SS Co., but it will take a miracle to eradicate the scabby stench and vermin that is traditional on this louse incubator.

The skipper at first put the boys on stand-by pay, then he put them on monthly pay, but after seeing the overtime bill he decided it was much cheaper to revert to stand-by pay again and, at present, this is the set-up. Of course, he cut down the stand-by men to a minimum, but he has promised to adjust the many ills on the ship before he decides to crew up the ship.

Brother Collins had a very ducky vacation wading, or, should we say waddling, around, in the swamps of South Philadelphia. At first he intended to go to the shore, but when he saw the type of weather we were having, he decided to remain here and get the same effect, i.e., go out in the rain in his bathing suit and then get under a sun lamp, saving money and finally coming back to the hall and manuring the boys about the wonderful time he had down south. You can't fool us, Harry, we know you were "south" alright, but it was South Philadelphia.

Adios from 3 Musketeers.

H.J.C., No. 492

J.F., No. 542

W. B., No. 1994

NEW ORLEANS

June 11, 1941

Editor, Seafarers Log

Dear Sir and Brother:

Shipping for the past week was pretty good with a total of 68 men shipped to various jobs. The shipping lists here are now bigger than they have been in over a year. We have about 200 men on all three shipping lists now.

The SS *El Valle* came in unloaded her cargo here and went to Mobile for drydocking. They laid off the whole crew and most of the men that were on her came to New Orleans.

The S.S. *Delorleans* came in and then went to drydock in Mobile. Her crew was also laid off. This put about 75 men on the beach to swell the shipping list. As yet, no one knows definitely who will operate these ships. The rumor is that they will send her to Norfolk or Boston, to be reconditioned to meet the approval of the navy and then be taken over by them.

One of the pretty little bubbles that was floating around here for a few weeks has busted. The shore gang we had been looking forward to on the Mississippi Shipping Co. is just out. A reality that had just about come true was done away with by the Navy taking over the *Delorleans*. They are due to take over the *Delargentina* on her arrival here. They haven't come to any definite stand on the *Delbrasil*. They may be very kind hearted and let the company keep her.

Well, boys, it won't be long now before we'll have to have gun practice on all merchant ships including the old rust buckets. It looks like Uncle Sam will have to start arming the U. S. Merchantmen, if the Heinies keep up sinking them. I for one, and a helluva lot more agree with me, do not want to be around when they do arm some of these old rust buckets, and they fire their shot. I'll bet the recoil will do more damage on some of these

HOUSTON

June 7th, 1941

Editor, Seafarers Log.

Dear Sir and Bro:

It seems that in the past week or so that all of the Isthmian ships must be over in the far east. As I scan over the shipping news every day and can't see where any of those tubs are heading for the longhorn state. Oh, well, I suppose that when they do start, they will come in bunches.

* * *

I am beginning to work on my pet hobby, the Southern ships, and so far am making a little progress. Last year when I was down here I tried to contact some of the crews, but was told that they were satisfied with the sum of \$75.00 per month and time off for overtime and other conditions that existed aboard those tubs on which no right-thinking seaman would sail. But this year it seems as if they have come to realize that the Company has been pulling lots of wool over their eyes. Quite a few of them are asking to join up in the S.I.U.

* * *

Maybe it's due to the fact that after they read some of the agreements that we have with other Companies, they have decided that they were working for at least one fourth less wages and much worse conditions.

* * *

This Company can be put under an agreement with the S.I.U. and with the cooperation of the Phila. branch we can swing them into the S.I.U. That will then give us six more coastwise ships which we need, as there are very few left now that run down here.

That's all for this week,

Fraternally yours,

D. L. Parker, Org.

ships than Hitler's best torpedos, or aerial bombs.

Fraternally yours,

Buck Stephens,
Engine Patrolman

June 15th, 1941

Editor, Seafarers Log.

Dear Sir and Brother:

Things still rocking along down here with a few men on the beach due to the fact that a few of our ships are taken over by the Uncle with the long beard. If world events continue to interfere with our playhouse, things will get serious before long.

One thing that is making the cheese more binding is the fact that for some reason the men insist upon drinking their tea thru a straw and this seems to go to their head in such a way that there is a lot of chatter and squawk that we could get along without if you know what I mean.

No big squawks to amount to anything, with one exception. We had a subsidized ship in, on which they worked the cadet as another sailor for the coast trip. It costs the company 40 hours to the sailors for the work this lad had done.

Several sailing board squawks that were squared away to the men's satisfaction.

The Robin Moor is the main topic of conversation around the hall. All hands are picking out the members that they know on the ship and to date, I believe she carried a bigger crew than the *Saratoga*.

For an issue or two the Log had every port represented very well. Then the boys lost interest

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

Secretary-Treasurer's Office

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BALTIMORE

News and Views

Ships' Transfers Will Be Felt -- Report of Lakes' Activity -- Bull Line to Go?

BALTIMORE, Md., June 14, 1941.—Shipping continues fairly good out of this port. Sometimes, when we read of this ship or that ship, this fleet or that fleet having been taken over by the Government, we wonder how in the world shipping does stay good. Judging by the number of ships taken over during the past month, the beach lists should be jammed, but strangely enough we still have occasional difficulty in getting our ships manned, especially when it comes to A.B.'s and other skilled ratings.

Unquestionably we are in for troubled and difficult times. The loss of the ten ship Morgan Line fleet to the Panamanian flag is only the beginning. The Bull Line and other coastwise outfits are awaiting their orders from the Government. Fifty percent of their fleets are scheduled to go into the Government's shipping pool. That does not mean that all of the ships taken over will follow the Morgan Line and hoist another country's flag but it does mean much shifting of schedules and many a rusty old coastwise hull is due to heave and grunt its way through strange waters. The Mathews County boys on the bridge are going to get to know Good Hope as well as they know Hatteras and Henlopen.

Ships' Transfers Will Be Felt

Most of the ships lost to the merchant marine recently have been manned by NMU crews but let no SIU-SUP member rejoice about that. The Union with the men is going to get the jobs and if the NMU has crowded beach lists and the SIU beach lists are near zero, you know what will happen.

or something and once again some ports are conspicuous by their absence.

Taking every thing into consideration, from the remarks of the brothers that come in and out of this port, things seem to be shaping up very well and the members seem very satisfied with the way things are going all over the coast.

If these bonuses keep getting bigger, I believe that we will have a shortage of seamen on these ships in the coastal trade. So, remember, that to keep what we have, we will have to take care of the good with the usual.

Steady as she goes,

Army.

The West Coast is going to be particularly hard hit by shipping pool transfers. To date Calmar has six of their fleet scheduled for African and Red Sea runs. More, a great many more inter-coastal ships will follow. The effect has not been felt yet but it will be felt.

Report of Lakes' Activity

Just got back from a short visit to my old stamping grounds up in the Lakes. Did a little bit of nosing around while I was up there and it didn't take me long to find out that the NMU's claims about having made the Lakes safe for the NMU brand of democracy was just so much pure, unadulterated hooey. They've made some progress if you can call joining the NMU progress, but there are a lot of indications that some of the boys have had about enough. This is especially true in the Poker fleet where renewal of the agreement is very doubtful. Frankly, there isn't much SIU organizing being done up there.

I don't blame the SIU organizers altogether for that, although what they are doing in the way of organizing doesn't amount to a great deal. The short trip get-enough-for-a-good-drunk member is at the bottom of a lot of the business of sailing ships and they are going to sign no agreements with Unions that can't supply replacements. There's a lot could be done to get things going for the SIU on the Lakes.

Union Halls should be located at least somewhere near the waterfront and not in some way to hell and gone slum. The Hall should be kept clean and fit for decent men to come to. The one-trippers and gas hounds should get their come-uppance and emphatically. Literature should be got out and distributed. Such literature should concern itself with the advantages of labor organization and it should be put up to the boys in a straightforward manner.

Your Union is as strong as you are, because YOU are the Union. Act like a phoney and pay no attention if the other fellow acts like a phoney, and you'll have a phoney union. Conduct yourself as if membership in your union was a responsibility, and you'll build yourself a union that will last as long as unions last, and you'll be a better man for it.

Wm. McKay, Agent.

NOTICE

A new office of the SIU has been opened by the Union at Martinez, California. SIU men in that port can get in touch with Fern Robbins, Seafarers' Representative, or Bennie Barrera, Tanker organizer, at the address below:

Seafarers' International Union
604 Ferry Street — Room 5
Martinez, Calif.

Copies of the Seafarers Log can be obtained at the above address.

Build A Strong Strike Fund!

"Signs of unrest among American maritime workers are giving officials something to study. . . . The sinking of the Robin Moor cannot be expected to help matters and it is not hard to visualize this situation becoming delicate. . . . But it must be realized that an unlimited national emergency has been declared by the President and the United States is committed to a war program which it is bound to see through. In the vital shipping industry, therefore, it is obvious that those in control cannot afford to stand for any shenanigans which might affect the steady flow of ocean transport to strategic areas."

—From "The Shipping Outlook",
Journal of Commerce, June 16, 1941.

Under the shop-worn cloak of "patriotism" now re-enforced with the cord of "unlimited national emergency", the shipowners are once again preparing to smash away at the seafaring unions and their time-honored rights.

As the quotation from the "Journal of Commerce" above indicates, the shipowners know that the seamen are restless over the experience of the Robin Moor. They know in their black hearts that the seamen are now more than amply justified in demanding a far more adequate war bonus than they have been getting. They know that demands are forthcoming for war risk insurance that will more nearly meet the peril incurred by seamen and their families.

Yet, they have the brazen nerve to warn maritime labor against raising such just demands and the even more unmitigated brass to call action on such demands "shenanigans"! And, to top it all off, they think that they can wrap such brass in the cloak of "national defense emergency."

There is no doubt that the shipowners are organizing stiff resistance against the just demands of the seamen who have to be ready at all times to lay down their lives in the grimy deep, while their employers heap up huge war-time profits.

There is no doubt that these human vultures of the sea will do everything they can to take advantage of the war conditions and reduce the Unions to harmless skeletons.

There is no doubt that the shipowners are building up reserve funds with which to hire goon squads, finks, lobbyists and lawyers to do their dirty work for them.

The seamen must not forget this threat to their vital interests for a single moment. They must not forget that the shipowners have to be met with equal force.

That the shipowners' lobbyists must be met with effective Union legislative representation.

That the shipowners' goon squads and finks must be met with an educated and militant membership.

That the shipowners' economic power must be met with the economic power of the sea-going stiff.

That THEIR weapons must be met with OUR weapons. That we must be prepared at all times to defend ourselves with the ultimate weapon for our defense, the STRIKE ARM.

Above everything else, we must not forget that THEY are building up a huge reserve fund for ANY test of strength. We must remember that WE will have to have an equal reserve fund to meet theirs whenever such a test of strength is made necessary.

BUILD UP A STRONG STRIKE FUND TO DEFEND THE S.I.U.!

THE ARMY MOVES IN

(Excerpts from "Facing the Facts" with Philip Pearl, American Federation of Labor Weekly News Service, June 10, 1941)

Now the situation has come to a head. The CIO leadership has appealed in vain to the strikers at the North American Aviation plant in Los Angeles to go back to work pending settlement of their dispute with the company by the National Defense Mediation Board. Forced to be frank, the CIO has publicly branded the local CIO leaders as Communists. And, as we write this, the United States Army, under the direction of an Executive Order by President Roosevelt, has marched in and taken possession of the plant. The Army has pledged itself to protect any workers who wish to go back to their jobs.

These are the developments on the strike front, but in Congress even more sinister moves are on the way. New bills and amendments striking at the fundamental rights of workers are being introduced by the score and denunciations of even legitimate aims of labor are broadcast by labor's enemies. The newspapers and the radio seethe with anti-labor propaganda and the feelings of the American public are being whipped up into a frenzy against labor.

That isn't all. Colonel Hershey, Acting Director of the Draft, has just issued orders which, in effect, will result in the drafting of any strikers coming within the age limits.

Now all of this or any part of it is enough to get any friend of labor excited. Never in this century, during war or peace, has the President of the United States before been forced to call on the United States Army to help break a strike. Never since the earliest days of organized labor has there been such a concerted and widespread vilification campaign against labor.

NLRB Orders Old Longshore Ruling Reversed

WASHINGTON, D.C.—The National Labor Relations Board this week reversed a three-year old decision which named Harry Bridges' International Longshoremen and Warehousemen's Union (CIO) sole bargaining agent for all the thirty-one ports on the Pacific Coast.

The previous ruling was contested by longshoremen organized in their majority into the A. F. of L. at Tacoma, Anacortes and Port Angeles. The decision is a big victory for the Puget Sound militants, who for years have fought Bridges' dictatorship tactics and rotten agreements.

Under the new ruling, longshoremen in any three ports who can show a majority in their organization can constitute a legal bargaining unit. An election in the Puget Sound area to determine representation was ordered by the N.L.R.B. within thirty days.

Permits Revoked Do NOT Ship!

- Julio Martinez—P-850
- Everett B. Fresh—P-3596
- William Robertson—P-4090
- Richard Peterson—P-4097
- Frank Mehlenbacher—P-3921
- Ernest R. Parks—P-3865
- Joseph James Frost—P-266
- Paul F. Cotre—P-414
- Joseph Green—P-1048
- Harry Edward Lauder—P-3119
- Henry Turner—P-3241

SPECIAL NOTICE

Luther Jordan, P-338

Get in touch with your mother at No. 10 Catherine St., Jacksonville, Fla. IMPORTANT!

Baggage Left at Jacksonville SIU Hall

The officers of the Carolyn have turned over the baggage of D. Prescott, No. 3671, and T. F. Mayles, P-3349, in care of Agent Rogers at the above hall.

Also baggage belonging to some men left off the Suwied at Philadelphia about a month ago can be obtained at the same hall. This baggage consists of two sea bags and a suitcase.

The following named Brothers are due one hour's overtime each which the Baltimore Agent is holding for them:

John Morris, Able Seaman

Dahl, Able Seaman

These Brothers were members of the S.S. Kenmar on her last voyage.

NOTICE

A new Post Office Box has been secured and it is Box 25, Station P, New York City.

However, the old Box, No. 522, Church Street Annex, is still open and will remain so until its rental runs out on June 30, 1941.

Out of the Mailbag

TAMPA AGENT:

Reveals Activities on School-Ships Aim at Undermining Unions

June 8th, 1941

Editor, Seafarers' Log

Shipping continues to be very, very good around the village and it's quite a chore to keep the ships from sailing short. There are too many uncalled-for beefs floating in, which chiefly consist of overtime disputed when agreements distinctly cover such, penalty overtime, overtime on days of sailing when men work both on daywork and sea watch, shifting ship with longshoremen, not breaking out required men to shift, and most everything else that can be brought up to do wrong.

Some of these mushroom-headed mates and engineers seem to think an agreement is something made for them to break at every opportunity. Other blubber-gutted species of the same genus are actually envious of the conditions and wages the unlicensed personnel have now. When these monkeys came up thru the foc'sle (those that did), they were slung out of a bucket, chipped decks on their night watches for forty bucks a month and got the hell kicked out of them if they didn't like it. Now that they are under a high pressure cap, it breaks their hearts they can't return the same.

We note by a local newspaper a day or so ago, that Eastern has tied some of their scows up with the statement they can't meet the demands of the Union in wages and conditions. Along about this same time the big-wigs of the P & O are weeping and wailing and chipping their store-bought teeth about there's got to be some changes made in the P & O agreement. They're right about that, there's going to be some changes made, but not the way they plan.

Eastern and P & O have always been pretty chummy in cooking up their skull-duggery, perchance all this tying up business is a combined effort of a few of the master-minds of finance to chisel the sailors out of a few more bucks.

These petunias go on frothing at the mouth about how they have a great fear that the Maritime Commission is going to spank us for being bad boys and take our ships away and give them to the school ship dopes and they don't want this to happen; like hell they don't, they'd sell their mother to get it accomplished.

Note a very good article in the May 22nd issue of the Log by S. Goldenberg, No. 3769, that should be given the deepest consideration by every loyal Union man.

The hidden object of the school-ships and Maritime Commission is to break the power of the sailor's Unions and throw us back to thirty bucks a month and the rottenest of conditions as they once were. To bear this out, here is an incident to prove it:—

A few days ago some of us boys were sitting in the Tampa hall chewing the fat when in comes a chap to see the agent about the possibilities of shipping. He was asked what experience he had had as a sailor and replied that he had just left the Maritime school ship over in St. Petersburg. This immediately aroused the interest of all within hearing and he was asked why he had left and what gave him the inspiration to look our place up and his answer was quite a shock to some of the boys who haven't given the Maritime

Commission program much thought or study.

This lad, along with ten or twelve more had been sent down from the north to attend this school in St. Petersburg. In the course of their training they were informed by their instructors of the dire necessity of rigid discipline in the Merchant Marine; that soon they (the instructors) hoped to see Merchant Marine sailors in uniform; and that the "old sailors" who now man the Merchant Marine ships have no business on these ships; that they belonged to the "young men" whom they were training.

These cool-state boys did not take this so well and put up a squawk about some of the high-handed discipline of the school ship routine that was being forced upon them. For their trouble they were promptly kicked out, refused their transportation home and had to hitch-hike and ride box cars out of town.

Now it appears to me as this is supposed to be a democratic country, that we've got enough to contend with, keeping the shipowners from starving us to death, without getting a knife in the back from a bunch of monkeys that live fat off of tax payer's dough and wear uniforms and claim to represent institutions of the American people.

Any institution that advocates any such un-democratic ideas should be abolished immediately, and man or men that poison the minds of ignorant boys that are attending these schools with such un-American ideas, should either be sent over to Hitler or to the rest of the monkeys that use the same methods as they are teaching.

It's high time that somebody whom the shipowners' money can't reach was doing something about it. If any such doings as that is democratic then we as a people are maintaining a damn poor standard of democracy as compared to that established and maintained by our forefathers.

Steely White, No. 560.

In Memoriam

Edward Lee Jordan
Died March 13, 1941
at Mobile, Ala.

Maynard D. Brinkley
Died February 21, 1941
at Staten Island, N. Y.

Andrew Lauritsen
Died March 30, 1941
at Baltimore, Md.

Francesco Lopez
Died March 21, 1941
at Staten Island, N. Y.

William Nottage
Died April 20, 1941,
at Baltimore, Md.

George Slocovich
Died May 18, 1941
at Mobile, Ala.

E. J. Todd
Died May 29, 1941
at Staten Island, N. Y.

A. E. Cullinane
Died May 20, 1941
at Baltimore, Md.