

The time has arrived to fight! The time has arrived to serve notice upon our enemies that the SIU has no intention of folding up shop and returning the seamen to the days of the Fink Hall and slavery! In 1939, 12,000 men banded together in the SIU to protect themselves against the avaricious shipowners and the reactionary politicians—they will not disband now! Let the shipowners mark these words! Let the Maritime Commission mark them! Let Knox and Macauley and Land and Joe Curran mark them!

MARITIME UNIONS GIRDING FOR A LIFE AND DEATH STRUGGLE

THE CAMPAIGN TO SMASH THE MARITIME UNION MOVEMENT APPROACHED A CLIMAX THIS WEEK IN WASHINGTON, D. C., AS SECRETARY OF THE NAVY KNOX "STUDIED" A PLAN TO ABSORB THE MERCHANT MARINE INTO THE NAVY, THE WAR SHIPPING ADMINISTRATION CALLED FOR THE FINK HIRING HALL, AND THE NATIONAL MARITIME UNION LAUNCHED A PROGRAM OF APPEASEMENT BY DEMANDING A SUPERBOARD WITH POWER TO GIVE AWAY ALL THE BENEFITS THE SEAMEN HAVE WON OVER THE PAST YEARS OF

SEAFARERS LOG

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

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UNION BUSTING PROPOSITIONS

WAR SHIPPING ADMINISTRATIONS FINKEY CAMPAIGN

An effective program for the solving of the questions of the discipline and manning of the American Merchant Marine should contemplate:

1. Immediate requisition for use by bareboat charter of all seagoing vessels, with the exception of such special categories as may be agreed upon.
2. The operation of the vessels for Government account by the present operators, under agency contract, with provision for elimination or reduction of fee when vessel is not in operation.
3. Establishment of a Division of Manning in the War Shipping Administration which shall have the responsibility for the personnel employed in ships of the American Merchant Marine for the duration of the war.
 - a. Consult with the managing agents, which have collective bargaining agreements with the maritime unions, and the unions on the elimination or modification of clauses in the existing collective bargaining agreements which will interfere in the war effort.
 - b. Participate in the various Government programs for recruitment and training of personnel.
 - c. Coordinate the various Government agencies administering laws pertaining to discipline on board ship.
 - d. Eliminate disloyal elements from the present personnel of the Merchant Marine.
 - e. Direct and coordinate the various Government agencies issuing seamen's identification papers.
4. In order that there shall be adequate protection against arbitrary action, there shall be created within the War Shipping Administration a Board on which the managing agents and the unions shall be equally represented, and the Chairman of which shall represent the Government, which shall determine wages, war risk bonuses, and insurance, working conditions, and the extent to which the provisions of existing collective bargaining agreements shall be maintained or modified in the interest of the war effort.
5. The Division of Manning shall make an immediate survey of existing personnel in order to determine an accurate labor inventory.
 - a. Secure a statement from officers of the unions as to membership.

(Continued on Page 4)

NMU'S PROPOSED SELL-OUT

1. The problems of recruitment, discipline and maintenance of efficiency and safety for merchant marine personnel are important and difficult at all times; in times of war, these problems are even more difficult and more important and the maintenance of the lifeline of our merchant marine for men and supplies becomes of paramount significance to our nation's safety and must be taken care of above all other considerations.
2. More specifically, these problems are those of
 - a. Availability of personnel including manning, training and promotion;
 - b. Discipline, on board ship and in domestic and foreign ports;
 - c. The systematic elimination of disloyal elements;
 - d. The waiving by mutual agreement of such collective bargaining provisions as may be found to interfere with the war effort; and
 - e. The improved facilities for safety at sea.
3. The experience of the other nations engaged in this war, particularly Great Britain, as well as a correct analysis of the problems outlined herein, demonstrate that the situation can only be made worse by elimination or disorganization of the existing administrative set-ups and the substitution of a military regime which must be created anew. The answer lies in the improvement of the existing administration by the definite fixing of responsibility as well as authority in the handling of other personnel problems for the merchant marine.
4. It is therefore proposed that by Executive Order a Maritime Personnel Board be set up under the War Shipping Administrator in cooperation with the ship operators and the organizations representing the unlicensed and licensed personnel with the full responsibility and the necessary broad powers to effectuate such steps as are found necessary to accomplish the most efficient results in the operation of the vessels of the United States merchant marine. Such Maritime Personnel Board shall consist of a chairman and vice-chairman designated by the War Shipping Administrator, one representative each for the licensed personnel deck officers, licensed marine engineers, licensed radio operators, and the unlicensed personnel with

(Continued on Page 4)

bitter struggle.

Under the false cloak of patriotism, the profit-mad shipowners, the revengeful labor-hating politicians and the Stalinist leaders of the NMU have joined in the all-out effort to strike maritime labor down; to chain it with bureaucratic red tape and then so systematically rob it of wages and conditions and security.

At the left are printed in full the text of two proposals—one drawn up by the leaders of the National Maritime Union, the other by the War Shipping Administration. Study these proposals carefully. Under the thin veneer of patriotism lie the ugly chains that will return you to slavery.

Either of these proposals means the end of the maritime union movement. Without a labor union to protect and fight for you, the shipowners will have you at their mercy. You know what that means!

These proposals must be fought with every ounce of strength we possess. It is not only an SIU-SUP fight—it is a struggle involving all maritime Unions. A broad United Front of sea labor must be formed at once!

The Marine Cooks and Stewards, the Masters, Mates and Pilots, the MEBA, the MFOW and the rank and file of the NMU must all unite—and at once! There is not a day, not an hour to be lost. The enemy is well organized and on the offensive and they have their own slimey agents within our ranks—the criminally false leaders of the NMU!

This move is not only an offensive against maritime labor, it is part of the campaign against the entire labor movement throughout the country. These vultures will not be content until all the great unions of the AFL and CIO lie prostrate beneath the heel of the bosses. They attack maritime first because we have been divided and therefore more vulnerable.

The time for division is past. Unity, a practical working unity is needed. With such unity we will be able to isolate those NMU-Judas Iscariots among us and present a solid fighting front to Knox and "Banana" Robson and their ilk.

Don't think that the shipowners and their paid politicians won't back up if they see us all prepared to fight this issue to the end. They can't man the entire merchant fleet with finks! There are not enough of them to go around. And they don't have the guts to face the subs every day and night the way Union men do.

THE GOVERNMENT PLAN

Turn now to column one and read over again the proposal drawn by the War Shipping Administration.

The very opening paragraph sets up the moth-eaten beef about lack of discipline aboard ships. There are a few performers aboard the ships, of course, but to smear the entire union movement because of them is underhanded and dishonest. It gives the public a false impression of the thousands of union men who are real heroes in the battle of the supply lines.

Paragraphs 1, 2 and 3 provide that the Government shall take over the merchant fleet by bareboat charter and will be responsible for manning the ships through a "Manning Board." In other words, the government is going to guarantee that the operators will continue to make a profit out of their boats and is going to act as a policeman to see that they don't have labor trouble. Let no one talk of equal sacrifice of both labor and

(Continued on Page 4)

What Price Patriotism?

The Atlantic, Gulf & West Indies Steamship Lines, in a report to stockholders made public today, announced a net operating profit of \$2,963,428 for 1941, an increase of \$2,722,254 over the preceding year.

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JEEVES: You appear tired, sir.
SHIPOWNER: Humph! Did You ever try to chisel the S.I.U.?

Out of the Focs'l

by
J. L.

Every week more and more survivors are reaching Headquarters and telling John Hawk and Harry Collins of their experiences, as they wait for their duplicate books. Within the week we had lost four ships. If none of the crew reach any of the branches there is no way of knowing how many ships were lost as the Navy refuses to comment.

On one of our ships 23 brothers were lost in launching a life boat. On another only one was lost . . . Bro. Hart A. B. kept blowing that whistle as the ship sank. On another ship four of the brothers were lost, the ship having been torpedoed 300 miles from New York as it was completing a 6 months trip to the Red Sea. The brothers felt confident they were going to finish the trip without mishap. The survivors were 54 hours in a life boat before they were picked-up by a Greek ship whose Captain treated the boys royally. It was good to see that old Calmar stiff, Charles Bush, among the survivors. He's been on a binge for a week celebrating his good fortune.

Many brothers were glad to hear that John Tuerin was safe . . . he and the Bosun were afloat on the gangway for seven days before they were picked-up. Being torpedoed is old stuff for the Mad Russian, John having had his fill of it in the last war.

Many of the boys remember Capt. Albert Nielsen when he was Mate aboard the Panama City, and the headaches he used to give the SIU. He was later made Captain aboard another ship. He and his crew have been lost. Bro. Otto Balzar, has reached New York from Frisco, to tell about his good fortune. Twenty-eight of the brothers were lost on his ship. When he informed us how the brothers were lost, we just had to get a drink.

How about pushing that slogan a little harder — "GUNS & RAFTS FOR SEAMEN."

A WORD WITH

Sister Dillon

My but what questions I had to answer during the past couple of weeks on why the Log did not appear regularly. Dozens of times I told the Brothers in the hospitals that our Editor was at the Convention in Frisco and was going to get out a special Convention issue. Even my good friend Mrs. Joseph Murphy at the I.L.A. office called me to find out the reason for the delay in receiving her copy.

We had to wait a while for our paper, but as far as I'm concerned it was worth it. The special convention issue of the Log and Sailor is packed full of news and valuable information. It is an 8 page affair and looks mighty impressive. I know that all our laid up Brothers will be delighted to receive it.

Two weeks ago Brother J. D. French died and was buried by the Union. We sent a beautiful floral piece to the funeral as our way of expressing our sympathy to his dear wife and family.

The body of Brother Burton Rogers who was lost this month at sea, is on its way to New York. The funeral will be held this coming week.

Brother Lenard Kay, who was almost blinded with sulphur while employed on the Unico, has been discharged from the Marine Hospital in Staten Island. He spent nearly two months there. We wish him all the luck in the world.

James Saunders was on pass for Easter so I didn't get to see him when I visited the hospital. The rest of the boys are doing OK.

PERSONALS

MICHAEL THOMAS CASSIDY
Your sister is anxious to hear from you. She is in New Orleans. Address, Mrs. Helen Finan.

LEROY F. KNIGHT
It is important that you check in with the Eighth Corps Area Headquarters at Fort Sam Houston in Texas.

CHRIS MULKEY
Your father is worried about you and has been trying to trace your whereabouts all over the east and west coast. Your Grandmother has also made inquiries. Get in touch with them to ease their minds about your safety. Your parents are now at 215 13th Street, N. E., Atlanta, Ga.

JOHN BLACK
You can recover \$300 by executing some papers at room 1511, 15 Moore Street, New York City.

ANTHONY SCHIAVONE
Next time you are in New York please see Miss Sclar in the Secretary-Treasurer's office on the 2nd floor.

FORD HATHAWAY HEMPERLEY
The New Orleans Draft Board has not cleared you for deferment as yet. Straighten this out with them at once.

REPORT ON GULF BEEFS BY M. D. BIGGS, DISTRICT REP.

ATTENTION CREW OF THE SS PONCE DE LEON WHO PAID OFF AT BALTIMORE ON FEB. 3rd.

Your overtime dispute regarding shifting ship from Buenos Aires to Santa Fe and return has been settled in favor of the crew and can be collected by writing to Captain Stewart, Waterman SS Company, Mobile, Alabama. All of the overtime for the Black Gang has been sent to me and checked with the Company so their checks are ready to be mailed out just as soon as the Company can receive letters from the men giving their addresses. The entire Stewards Department of seven men are entitled to 20 hours each which will be paid upon receipt of your letter. The Deck Department has a total of 210 hours coming to them as near as we could figure by the log but there is no way of finding out which men were on each watch and whether any one was missing or not. The Deck Department Delegate will have to forward me his overtime sheets the same as the Black Gang Delegate has already done before the Company will know just who to pay this money to. In the future when an overtime dispute is referred to another Port it will eliminate a lot of delay and correspondence if the Delegates will forward copies of the overtime sheets to the man who is to handle the dispute.

ATTENTION CREW OF THE SS WARIOR WHO PAID OFF IN NEW ORLEANS ON MARCH 21, 1942

You were paid off with \$80.00 or 80% War Bonus (which ever is greater) for the date of signing articles in July until December 7th and \$100 or 100% War Bonus (which ever is greater) from December 7th until the articles were terminated. This dispute has been settled in favor of the crew and every member of the crew is entitled to the difference between \$80.00 or 80% (whichever is greater) and \$100.00 or 100% (whichever is greater) for the date of signing articles in July until December 7th. This is a difference of not less than \$20.00 per month for each member of the crew which should amount to over \$100 per man and can be collected by writing to Captain Stewart, Waterman SS Company, Mobile, Alabama.

ATTENTION CREW OF THE SS JEAN LAFITTE WHO PAID OFF IN MOBILE FEBRUARY 17, 1942.

You were paid off in Mobile with a War Bonus of \$60.00 per month from July 11, 1941 to August 16, 1941; \$80.00 per month from August 16, 1941 to December 7, 1941 and \$100.00 or 100% per month (whichever is greater) from December 7, 1941 to February 17, 1942. However, after paying off on the ship the men were told to go by the Mobile Office of the Waterman SS Company and collect the difference between the \$60.00 per month and the \$80.00 per month from July 11, 1941 to August 16, 1941. Some of the men did this, but a number of the crew left town without going by the office. The dispute has been settled in favor of the crew and they are to receive \$100.00 or 100% per month (whichever is greater) from the date of signing articles until they were paid off in Mobile. In other words the entire crew has \$100.00 or 100% per month (whichever is greater) coming to them from July 11, 1941 until December 7, 1941, less what they were paid in the form of War Bonus between these dates when they were paid off on the vessel. This will run into several thousand dollars and will be mailed to you just as soon as you write Captain Stewart, Waterman SS Company, Mobile, Alabama.

The Deck Engineer, G. W. Murphy, on this trip was placed on watch as an Oiler due to a shortage of men. He turned to overtime for every watch stood during the voyage and this beef has been settled in his favor for the sum of \$667.00. This is in addition to his regular overtime and the difference in the bonus. If Brother Murphy has already collected his overtime and the difference in the War Bonus between the \$60.00 per month and the \$80.00 per month he still has more War Bonus money coming to him which has not been paid. Through an error in the Waterman Office the auditing department was only ordered yesterday to pay the entire voyage off at \$100 or 100% (whichever is greater) so I would advise all members of this crew to write Captain Stewart immediately and get the balance of the money due them.

In regards to the other call into the Port of Aden which a Port Bonus of \$45.00 was claimed by the crew, I secured an extract from the ship's log for this date which shows the following: On the ships voyage from Cape Town to Port Sudan the Naval Officers stopped the vessel off the entrance of Aden for an examination. At 4:10 P.M. the ship stopped and the Examining Officer came aboard. She anchored in 15 fathoms of water off entrance buoy to Aden at 4:34 P.M. The Patrol Officer came aboard at 6:15 P.M. and departed at 6:30 P.M. At 6:35 P.M. Anchor aweigh and full ahead. The Company claims that the ship was not inside the entrance buoy which is verified by the log and that the ship was considered at sea during this time. Also that the ship only entered the Port of Aden once during the entire voyage which Port bonus was paid. If the log is not correct regarding this matter I think the crew should contact me and give me the real score. Otherwise I can not go any further with this beef.

ROBERT SCOTT HARRIS
Your baby is very sick. Get in touch with your wife at 3975 23rd Street, Detroit, Michigan.

G. W. MURPHY
Your beef was settled in New Orleans for the amount of \$667 plus the overtime which amounts to \$183.66 plus the difference in bonus due to Board revisions.

THEODORE GEORGE CYR
Your Draft Board is looking for you.

FRANCIS McLAUGHLIN
We have received the following message for you. It was sent by your father: "Dear Son: Grandma is very sick so please write or come home at once. News from you would help her recovery. Edward is leaving the end of the month (March)."

WHAT'S DOING

Around the Ports

PHILADELPHIA
By
JOSEPH FLANAGAN

Well, Brothers, this dismal week wound up bringing winter back again, more shipmates died, more ships sunk and more good union men suffered the untold tortures of exposure in very uncertain life-boats. Many lives could have been saved had the shipowners complied with the mn's requests for protective measures against such situations long before we entered this war. As long as three years ago inflated rubber suits were asked for, and were denied the men. No shortage of rubber was prevalent then. On whose shoulders rests the consequences. We need only to look at the daily papers to know what type of men are responsible for such disregard for our welfare and protection.

However, we still have ships and still have good American seamen to sail them. Whose sole thought is to help their country. We also still have plenty of beefs. Picture a brand new ship, built on modern lines, super duper cargo areas, everything thought of for the care and protection of same. Then we go to see what the Gods have blessed the crews with. Surely many modern conveniences would be forthcoming (we hoped). This is what we found. Cubby holes for quarters. The men were more cramped than they were on sailing ships. No ventilating facilities, poor heating systems, toilets stinking, due to lack of ventilation, washrooms without any heating system in them at all, and believe it or not, no place for the crew to wash clothing in. Not even a steam line to at least boil them. No, the above description is not some two hundred-year-old tub resting at the bottom of the ocean, but is a brand new Liberty Type ship.

When the Maritime Commission Representative was notified about these ultra modern conveniences, he stated he couldn't even put the steam line in without an act of Congress or special board meeting. Since then he has been hard to find. Methinks he is deliberately avoiding us. This situation is prevalent on also the Liberty Type ships that came to this foul port so far.

A number of our goodly brothers have returned from distant shores with grandiose tales. A four thousand dollar log bill story topped them all though. We understand that our inflated District Representative Harry Collins has been successful in cutting this down to a mere fraction of this sum. Nice going Harry. May your headaches be lightened this Easter-tide.

Brother Lynch, in a hurry to get to work, dashed madly from his cozy room and landed at the bottom of the stairs. Result, a

twisted ankle which kept him in bed for three days, but he is on the job again settling beefs and such. Brother Lester the Nester Van Horn substituted for him.

George Karpetos, our classical Greek, just blew in from the Sewage Canal. His tall tales absorbed the young boys attention around here, until Wimpy Gillis started to relate his trying experiences around the wilds of South Philadelphia. George was nonplussed to say the least. Wimpy would be like that.

NEW ORLEANS
By
"BUCK" STEPHENS

Things running pretty smooth down here in the fair city. Still plenty of jobs and no takers. This morning as I write there are 14 jobs on the board and 4 men in the hall. So you can see what we are up against here for manning the ships. I think the army is getting a few of our Stewards department and Black Gang men, one of the draft boards here will only exempt men with an "Able Seaman's License." They turned a cook down that had been going to sea for 14 years or better. Pretty salty birds on the draft boards, no wonder we are short Cooks and Black Gang men.

Been making the hospital regular and once in a while run across men who have been in there a couple of weeks and received no benefits. I would like to remind the boys that the Agent, Patrolmen and Dispatcher here in New Orleans have stamped postcards with the hall address on them, for the asking. Then when a man goes to the hospital he can put his name and book number on the card and drop it in any mail box. This will make certain that the delegate will not miss him on the following Friday. If no one is able to do this they can get someone to call the hall for them. The two bucks on Friday sure comes in handy.

Made the S. S. Antinous with Bro. Armstrong when she came in and everything was squared away O.K. There were two men aboard from the Railway Express Co., selling travelers checks. Quite a few of the boys bought them, and I know for a certainty that the next day a couple of them were damn glad they had. Usually when a seaman gets pretty gassed up he winds up minus all his cash. These traveler checks are of no use to anyone but the person they are issued to, and if they are lost the cash is refunded after a certain length of time. When we are rolled for our cash it is never refunded. So when you pay off from a long trip it would be a good idea to call up and have a Railway Express Agent down to the ship and get a batch of these checks, they only cost 75c for a \$100.00 of checks.

TAMPA
By
D. L. PARKER

Well Brothers, we are having some real summertime weather down here in the good old Sunny South and Jug Head Parker and myself are as happy as a couple of dead pigs in the sunshine. We had the Pan York and the Pan Crescent in the past week and except for having to shake down the woods all day Sunday for Oilers and AB's everything was pretty smooth.

We had a Brother on the Pan Crescent who died at sea one day out of Tampa. He was a permit man but he had the makings of a good union man. The man was George W. Morton, Permit No. 2632.

All of the new officials are off to a good start now and it looks like a great year if we watch our step and don't give the big boys any openings to crack down on us. We have got to realize that the ship owners are not the only ones we have to watch nowadays.

Well, I finally shanghai'd Bill (Gas Hound) Young out of here so it will be safe to leave your hair tonic and shaving lotion around and not worry about somebody getting drunk on it. He is heading towards New Orleans so "Army" will have to be his guardian for a while. With the comrades moved out we have an open field for organizing around here. We have these utilities barges and tugs all set to line up and more in view. So if we could just get a few more ships coming this way we would be O.K. I have got so used to beefing in the past eight months that I get lonesome around here when there is no beefs to argue.

MOBILE
By
OLDEN BANKS

Not much going on here this week. Most of the time I am so busy trying to get men for the ships that I don't have a chance to write to the paper. Still need men to sail the ships in this port.

The biggest problem in this town is to get a place for the men to stay that don't try to charge so much for rooms. The Institute has a very limited accommodation for seamen, and the rest of the places want to charge too much for their rooms. The Government has been in behind this though and now they are having to come down with the rental. So now a man coming in off the rust buckets can get a place to stay at a reasonable price.

We are going to crew up about four more Waterman Ships in the next three weeks or so. If we can get these crews I think things will go along a little smoother for us here. Fellows, these are good trips for bonus and wages. When you

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get back off of one of these you can take it easy for a while. Ex-Patrolman Sweeney took the Ponce De Leon last week. Good luck Ray.

BALTIMORE
By
JOHN KUPTA

Baltimore calling; Hello everybody. Down here close to the Mason Dixon line the gelt is not coming in as it used to and neither are the ships.

To top it off we have lost the pride of the Bull Line, the one and only passenger ship coming regularly in to this port and it has broken the Stewards Patrolman's heart. The spark has left his eyes since he heard the news. He is grief stricken over dear old S. S. Barbara and his one and only Stewardess. There never was anything she could ever do that was wrong. Just ask the boys from the S. S. Barbara.

Our new Agent has taken over the helm here and has started out with a new broom and is pushing it along very nicely. Up to now he has done a darned good job, so let's all give Brother Durwood Story a vote of confidence.

Our dear old Deck Patrolman, R. E. Dickey, the faithful old S.I.U. stiff, beloved by all the membership up and down the Coast, has been Shanghai'd to the S.I.U. Convention. We here in Baltimore give him our full support and hope that they come out of the huddle with a bigger and better S.I.U.

I think that I have been shooting off enough for a first timer. So I will sign off with an "Invitation" to all of you Brothers to come down or up and ship on one of the new Liberty ships and say hello to us Phoney Pie cards.

Yours 'till we get guns on our ships.

PROVIDENCE
By
J. E. LAPHAM

Things are sure going good here, plenty of jobs but no takers, everything from tow boats to oil tankers. A.B.s and oilers are at a premium up this way. The draft board has given good support in deferring men when needed. Have found some men who have not

shipped out in several years and they are shipping out now. Just to keep them sailing.

The good ship D. Atwater has been in here and she is quite a stranger, but glad that it made here for a change. Not a beef on it. The Nesso boats will be starting up soon in New Bedford. The first one of the season will be ready the first part of April.

NEW YORK
By
PAUL GONSORCHIK

There have been a lot of rumors going the rounds concerning the New York Dispatcher and I think it is about time to spike them. There are always rumor mongers and disrupters in any union and the best thing to do in ordinary times is to ignore their lip work. But these are not ordinary times.

The current story is that I am shipping men out the back door and not through the regular shipping lists. This is a lie! As long as I have been dispatcher no man has shipped out the back door.

I would like to say that the few disrupters that are slandering me should prefer charges against me if they think they have anything, and not slobber in some dopes ear. The way to handle a thing like this is to bring it right out in the open and let the whole membership sit in as judge and jury. That's the democratic way . . . that's the SIU way.

I heard about these slanders going around because we have a hell of a lot of good union men that don't like that sort of thing. It's usually some permit man that starts this sort of drool—some guy that has come into our union to cause dissension. Well, they won't get away with it.

We worked too hard to build this Union to let a few rumor mongers cause any serious trouble. Still, even though they can't seriously harm the SIU, it is well to spot them and make them put up or shut up right at the beginning.

So I say again, if anybody thinks that I have ever violated any union shipping rules, let them show up some Monday night and tell it to the membership.

UNIONS' FIGHT FOR LIFE

(Continued from Page 1)
 capital. This clause which reads "responsibility for personnel employed aboard ships" means complete regimentation of the men, the loss of all bargaining rights and industrial democracy.

And if any one would deny that, look at subdivision A under paragraph 3. It speaks of "the elimination or modification of clauses in the existing collective bargaining agreements which will interfere in the war effort."

There are no clauses in SIU contracts which interfere with the war effort!

There are plenty of clauses in SIU contracts that interfere with the shipowners' profits! Those are the clauses they are after... make no mistake about that! And under this proposal they could simply wipe our contracts off the books and there would not be one single word we could say about it.

Take a gander at the clever little union-busting clause contained in subdivision D under paragraph 3. "Eliminate disloyal elements from the present personnel of the merchant marine."

WHO IS DISLOYAL?

Look out Union militants! You who led the fight for our union, you who are deck and engine and steward delegates, you rank and filers who defy the slave drivers... you are the ones who will be labeled disloyal.

This clause isn't designed to weed out any possible Fascists among our ranks. Union men are 100% anti-Fascist and always have been because they know what happens to them and their unions under a Nazi regime. Their record on this score is much higher than the record of the bosses they work for. And that's putting it mildly!

No, make no mistake about that "disloyalty" clause. It is there to help stop all union activity.

Paragraph 4 consists of a little window dressing — some malarky that is intended to lull the seamen into a feeling of false security. After taking away our hiring hall, after robbing us of our collective bargaining, after scuttling the contracts we have with the shipowners—then the big-hearted brass hats and politicians and shipowners invite us to join a board that will supervise the efficient operating of the double cross.

Nice of them to let us be our own pall bearers.

And look at subdivision A under paragraph 8. There's another fraud intended to butter us up after we've been stripped of our rights. In pious words it proclaims that SIU ships shall continue to be manned by SIU men. Possibly! But under what conditions and at what wages? Our Union is not a college fraternity where we get together to hold hands and sing songs. Our Union is an economic pressure group! We are banded together to wrest from the bosses the wages and conditions that are rightly ours under a Democratic way of life. If our enemies succeed in taking from us the right to bargain with our bosses, the right to have a voice in

the establishment of our wages and conditions of work — then they have robbed us of our dignity as workers, our freedom as Americans!

Subdivision A under paragraph 9 says that we shall remain at sea for "a maximum (minimum?) of eleven months a year."

A LEAF FROM FASCISM

This is forced labor. Forced labor such as they have in Germany and Italy and in all the conquered countries. Never before have American union men been told how many days out of the year they must work — and at what jobs — and at what wages.

This is subversion. This philosophy of forced labor is un-Democratic and un-American. It represents a way of life that we now profess to war against. It makes for disunity and for a master-slave relationship between the bosses and the workers. It is a step that Hitler could endorse 100%!

And the real tragedy of the situation is that the maritime unions are not united against this reactionary move on the part of our enemies. The leaders of the NMU are hand-in-glove with the Union wreckers!

NMU PRACTICES APPEASEMENT

Study the NMU proposal as printed on page one. You'll find a call for the same super-Board. You'll find the same witch-hunt against so called disloyal elements (union militants). You'll find the same cry against collective bargaining and union contracts which supposedly "interfere with the war effort." You'll find a brazen surrender of our union hiring hall—the life's blood of our organization!

The NMU proposal is appeasement of Knox and Land and "Banana" Robson. And like all appeasement—it must inevitably lead to a complete surrender to the enemy.

Speaking for the SIU we have no intention of surrendering. We shall fight appeasement wherever it appears—on the lips of a Chamberlain or a Lindeberg or a Joe Curran.

We say quite frankly, however, that we in the SIU can not win this fight by ourselves—we must have allies. Nor for that matter is it our fight alone. It is organized labor's fight—all of organized labor. If this straight-jacket is successfully imposed upon the SIU-SUP, MCS, MEOW, MEBA, MMP, and rank and file NMU'ers, then it is but a step to impose it upon aircraft workers. And then upon the auto workers and the miners and the railroad men.

We union men in maritime are in the front line in this battle. If we fall, all our brothers in other industries must prepare for a strengthened assault upon themselves.

WHAT IS TO BE DONE?

First and foremost we must drive the appeasers and false lead-

UNION BUSTING PROPOSALS

WAR SHIPPING ADMINISTRATIONS FINKEY CAMPAIGN

(Continued from Page 1)

- b. Secure a statement from personnel managers of non-organized companies as to personnel requirements.
6. The Division of Manning shall consult with
 - a. U. S. Employment Service.
 - b. Labor Supply Committee of the War Production Board.
 - c. Selective Service System.
 - d. Various training programs connected with public education systems, private training schools, etc., which have been organized by the Government to supplement and train existing labor supply;
 and persuade the above agencies to enlarge the program to include the personnel needs of the maritime industry for the duration of the war.
7. The Division of Manning shall coordinate the various training programs connected with the public education systems, private training schools, etc., and the Coast Guard program, to
 - a. Train new seamen;
 - b. Upgrade
 in order to balance the personnel needs of the maritime industry.
8. The Division of Manning shall establish a central hiring set-up in all ports of continental United States frequented by the vessels under the control of the War Shipping Administration.

- a. Each union to be treated as a separate pool to be drawn on to fill the manning requirements of those managing agents that at the time of requisition have collective bargaining agreements with each union, resort being had to other sources only to the extent that the union cannot supply the men.
- b. Non-union men to be organized into separate pools to be drawn on to fill the manning requirements of those managing agents having no collective bargaining agreements at the time of requisition.
9. The Division of Manning shall set up regulations in the pool which will necessitate
 - a. Men remaining at sea for a maximum of eleven months a year.
 - b. Non-union men returning to the pool upon discharge at the completion of a voyage.
 - c. Managing agents shall be required to resort exclusively to the central hiring set-up for pools.

NMU'S PROPOSED SELL-OUT

(Continued from Page 1)

alternates from such minority organizations as may be necessary who shall act whenever problems relating to them alone shall be considered, and an equal number of members from the ship operators with such alternates as may be deemed advisable by the War Shipping Administrator.

JULY 1st DEADLINE FOR SEAMEN'S PASSPORTS

Washington — The State Department has again extended the time within which seamen must obtain passports before leaving the United States. July 1st is now the deadline.

However, seamen should obtain passports as quickly as possible. Seamen should execute applications for passports before the clerk of any Federal or state court authorized to naturalize aliens, or before passport agents of the State Dept. in Boston, Chicago, San Francisco and Miami.

MONEY DUE

The Steward's Department of the George Washington which made the round trip Feb. 21 to March 18, 1942, have \$2 due them. Collect in the Purser's office in New York.

ers out of our own ranks. The leadership of the NMU must be completely isolated by the formation of a United Front of all the rest of the maritime unions.

Once we have cleansed our own ranks, then we must carry our fight to the rest of the labor movement. The great AFL and CIO unions must hear of our struggle and must be made to understand their stake in it.

Congressmen and Senators and the President himself must hear of this. They must be enlisted in the struggle. They can ill afford to allow so flagrant a betrayal of democracy occur on our own waterfront.

And finally, we ourselves—every man in the SIU-SUP—must close ranks and prepare for this struggle. The shipowners must feel our anger. It must scorch their necks! With allies or without them we will fight this through.

We must not underestimate our strength. We are 20,000 strong!

HAPP'NINGS AT HEADQUARTERS

By HARRY COLLINS

Well, here we go again doing business at the same old place as usual. On looking over the various equipment for saving lives, I personally don't think that I have ever come across anything that will compare with the Morner life suit. Can you imagine a sailor being torpedeed and donning one of these life suits and jumping into the water—why after he hits and rights himself up he will have all the comforts of life. He will be completely incased in flexible rubber with a life preserver on the inside that is flexible and body fitting. And then again if a man fell overboard and hit the water head first, that seems to be taken care of as the inventor has made the rubber booting at the bottom a little heavy, but not clumsy, just enough weight to cause you to automatically right yourself right side up.

Let us consider that you were knocked unconscious with a block or something and you fell overboard. Well, as soon as you hit the water, due to the weight in the soles of the attached boots you would automatically right yourself up. Then while you are in the water your head would be out of the water from your chest up, therefore insuring that in a rough sea the high waves would not suffocate you. In contrast to the old life preserver you would hardly have your head out of the water. When you jumped overboard with the old gear, if you didn't hold your arm down tight against your sides you ran the chance of the lifepreserver bouncing up and clipping you under the chin, often-times knocking you out or breaking your neck. Believe me, I think that at last this is really the answer to a sailor's prayer (if sailors pray).

Another good feature about this suit is the rubber water-tight zipper attachment that is running up the front. It is rigged so that in the event that it breaks they have watertight clamps on the zipper arrangement that can be so shifted that you can stop any water from coming in. Also, they have rubber gloves attached and a watertight helmet that goes over the top of your head and fits snugly.

The funny part of the whole thing is you can get into one of these outfits fully clothed, and still move around with the greatest of ease. Of course, these suits are more or less expensive. They are quoted at \$61.00 for each suit, but if the companies were to buy them in lots of fifty or better, and if they were compulsory as standard equipment on American ships, the cost of the suits would be about \$33.00 each!

I spoke to one of the aids to the Admiral of the Coast Guard and they stated that they were very much in favor of the suits. I also talked to Mr. Sheppard from one of the Bureau's in Washington and he stated that in his opinion they were the last word, in fact the Port Captains of the Various Companies that we have under Contract also spoke in favor of them. "BUT"—they all, to a last man, had the same answer, the Government will have to pay for them, we can't.

How lovely! I like them, I have the money to pay for them, but I won't unless I am compelled to do so. Ah, the sweet shipowner darlings—even in the event of saving some poor individuals life they crawl to the bitter end. Well, I guess that I have said enough, but before I close I think that the Government should get busy and force John Shipowner to purchase this equipment, and to be human once in his life.