



Anti-Strike "Cool-Off" Legislation:

Phoney Vinson Bill Passed in Committee

WASHINGTON, D. C.—The House Naval Affairs Committee this week voted unanimously to recommend for action the compulsory mediation or "cool-off" bill introduced by its chairman, Representative Vinson of Georgia.

The bill, as it now stands, would require Unions to give 25 days' advance notice of intention to strike, during which time the workers and the employers would have to submit to compulsory "mediation," more popularly known in the past as arbitration.

The Vinson Bill also "freezes" the status quo of labor. This means, insofar as organized labor is concerned, that wherever a company is open shop, there it is to remain open shop for the duration of the "national emergency," and unions are to be restricted from doing anything about organizing such a company.

Although the bill is to apply formally only to labor in defense industries, Rep. Vinson explained that the definition of "defense labor" in his measure is broad enough to virtually cover every kind of work that has the slightest connection with production not only for the U. S. armed forces, but for those of foreign governments as well "whose defense is regarded as essential to the defense of the United States." In other words, just about all of American labor in the essential industries is affected by this definition.

Another clause in this reprehensible measure requires that "all workers must, within thirty days after the enactment of the statute, make affidavit that they are not Communists, members of the German-American Bund or other 'subversive groups'."

The Committee, in adopting its unanimous report, flew directly in the face of testimony presented to it in the hearings by Secretary of Labor Frances Perkins, William Knudsen, director general of the Office of Production Management, Sidney Hillman, associate director of the same body and other Government officials to the effect that such legislation was unnecessary. (Continued on Page 2)

Gantner and Mattern Still on Strike

The Gantner and Mattern Strike Committee, affiliated with the International Ladies Garment Workers Union, announces that all rumors to the effect that the strike at that company has been settled are false. All Union men and women are requested to continue to refrain from buying bathing suits and other apparel made by Gantner and Mattern — as UNFAIR TO ORGANIZED LABOR!

Robin Line Ships Sail; All Beefs Squared Away

With demands of the Marine Engineers Benevolent Association for a 50 per cent war bonus and an increased manning scale met, three ships of the Seas Shipping Company—the Robin Locksley, the Robin Hood and the Eldina—finally sailed last week after being tied up for anywhere up to three weeks over wage disputes.

The SIU started the ball rolling on the bonus dispute with the Robin Line, when after four days' negotiations the Union obtained a \$50 per month war bonus in a signed agreement applying to the African run. The Engineers followed suit with their demands. The dispute between the MEBA and the company was becoming critical when the Secretary of Labor certified it to the new National Mediation Board, which settled it in short order, to the advantage of the men.

Canadian Lake Seamen Hang The Hook

TORONTO.—The Canadian Seamen's Union called a strike against five shipping companies last week. The companies involved, the St. Lawrence Transportation Co., the Keystone Transportation Co., the Lake Head Transportation Co., the Gulf and Lake Navigation Co. and the Captain Scott Misener Co., all refused to bargain collectively with the Union, although a Conciliation Board designating the CSU for that purpose had been handed down last January.

The strike involves 48 vessels manned by 750 seamen, comprising about one-fifth of Great Lakes shipping. Angoo Antonen, a member of the Union's national executive board, has been arrested for the alleged attempt to influence crew members of the S.S. Sioux to leave the ship. The official Great Lakes season was scheduled to open April 15.

The CSU is affiliated with the Seafarers' International Union and the A. F. of L.

Fishermen Locals Of Seafarers Report Upswing

Locals of Fishermen and Cannery Workers have now been organized in San Diego, San Francisco, Monterey, Pittsburgh, Richmond, Martinez, Benecia, San Pedro, Terminal Island, the Columbia River and other localities by the Seafarers International Union of North America. Everyone of the new locals reports substantial progress, with the membership doubled in many cases, within a very short space of time.

An organizational campaign to unionize the 25,000 fishermen in the Gulf area has recently been launched by the SIU. The employers in that area have been so alarmed by this move of the Union that they are feverishly trying to set up company unions everywhere in order to head off the campaign, but the SIU has already taken steps to counteract their efforts.

It is particularly interesting to note that in every instance the fishermen's and cannery workers' locals are showing increasing ability to work under their own steam, reducing their dependence upon the resources of the International.

The Fishermen-Fish Cannery Workers Council of the Pacific is meeting at Monterey on April 23 and 24 to lay plans for the consolidation of past gains and the launching of new organizing drives. New agreements will be an important item on the agenda.

SIU Gets Big Wage Raise On Tugboats

Brother Berger Hansen, Agent of the Norfolk Branch of the Seafarers International Union, reports that on April 11 he signed an addendum to the SIU agreement with the Martin Marine Transportation Co., which calls for raises from \$10 to \$20 per month in all departments.

The agreement remains in effect until August, 1941, when it is up for renewal. A comparison between the old and new scales tells the story:

	New	Old
Deck Department		
A.B. Seamen	\$105	\$85.00
Ordinary	85	67.50
Engine Department		
Oilers	105	95.00
Firemen (Coal)	105	87.50
Firemen (Oil)	100	85.00
Coalpassers	85	67.50
Wipers	80	67.50
Steward Department		
Steward, Cook	125	115.00
Messman	75	65.00

Ring up another victory for the militant SIU, second to none in raising wages for the seamen!

Robin Doncaster Goes to British Under H.R. 1776

The Seas Shipping Company's S.S. Robin Doncaster has been acquired by the Maritime Commission for immediate transfer to the British Government under the Lease-Lend Act (H.R. 1776), it was announced this week.

Along with three other fast new freighters, the Doncaster is to be registered under the British flag and manned entirely by British officers and crew.

SIU Launches Drive to Organize Isthmian Ships

A campaign to organize the unlicensed men on the Isthmian Line fleet was launched last week by the Seafarers International Union of North America. Union officers in all Atlantic and Gulf ports have been instructed to put this campaign at the head of their list of activities. Two special organizers for the Isthmian ships have been put in the field. The first of a series of organizational circulars addressed to the seamen of the Isthmian Line has just come off the press.

The circular, announcing the campaign, calls upon Isthmian seamen to sign up with the Seafarers.

"Join the SIU and secure your conditions," it reads.

"Join the SIU and insure improvements in wages and overtime!"

"Join the SIU and help yourself to an adequate war bonus!"

"Join the SIU and swell the ranks of the Union seamen in the fight for decent living and working conditions!"

Issued by the Seafarers' International Union of North America, Atlantic & Gulf District, the circular announces the following conditions for joining Isthmian men:

"1. Any member of the Unlicensed Personnel aboard an Isthmian Line ship may be admitted to membership in the Atlantic & Gulf District of the SIU upon payment of a \$1.00 fee plus the current month's dues.

"2. Each such member shall be

issued a regular membership book.

"3. Holders of these membership books who cease shipping on Isthmian Line vessels will be placed on the shipping lists at SIU halls, getting preference over Permit Men.

"4. After a closed shop agreement is signed between the SIU and the Isthmian Line, all such members shall stand automatically recognized as FULL BOOK MEMBERS with all rights, benefits and privileges, upon payment of all current assessments only."

"Make the Isthmian Ships Union Ships!"

"Sign up with the SIU Today,"

the appeal to the Isthmian seamen concludes.

It is "up to every SIU brother to put his shoulder to the wheel and help put this campaign across in militant SIU style. From now on, the password is:

"Make the Isthmian Ships Union Ships! Sign 'em up with the SIU!"

Bureau of Marine Inspection Reveals:

Crucial Shortage Of Trained Seamen

In a report issued last week, the United States Bureau of Marine Inspection and Navigation reveals that the shortage of seamen for American merchant ships is becoming crucial. The Bureau has just completed a survey of the situation which lays the shortage to two principal causes:

1. ATTRACTIVE SHORE JOBS.

2. DRAFTING OF SEAMEN FOR MILITARY SERVICE.

In view of the expansion program in the building of new tonnage, the present shortage is expected to be aggravated even further.

According to the survey only two ports, Mobile, Ala., and Galveston, Tex., reported no immediate shortage in sight. In all the other ports, the situation has already become acute right now.

In Boston, the shortage of sea-

men is causing repeated delays in the sailing of vessels, the survey says. New York, although not in as bad a situation as Boston, reports that no surplus of available seamen exists and predicts that

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of **North America**

Affiliated with the American Federation of Labor

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What Vinson's Bill Means

The campaign for the abolition of labor's right to strike got into stride this week!

By unanimous consent the House Naval Affairs Committee has reported out the Vinson Bill which makes it necessary for workers to give 25 days notice of intention to strike, and to submit to mediation.

This is the first of the notorious "cool-off" measures to be brought up for action in Congress. What does it mean?

It means simply that the only power the workers have of making employers listen to reason is to be hamstrung. The employers have tremendous wealth, resources, lawyers, connections in the government on their side to help them out in a dispute with employees. What has labor got on its side? Nothing but its organized ability to say to the boss, at the time when it will be most effective, that it will not work at the conditions dictated by him—that is, the right to strike, and to strike when it will do most good.

It is this economic power, in the last analysis, that gets the employer to the negotiating table, that prompts him to agree to a wage raise and, MOST IMPORTANT, that compels him to sign a collective bargaining contract.

Labor cools its heels considerably in its dealings with the employers, through applications to the NLRB, through labor board elections, certifications, etc. All this just to get the employer's recognition that his men have the right to be represented by a union!

The employer has all this time to make up his mind, and often as not, he balks even after an NLRB decision. What does labor then have as a last resort? Nothing but the power to strike, and to strike on time for effectiveness.

It is this power which puts teeth into collective bargaining procedure. The Vinson Bill proposes to yank these good strong teeth.

Even as things are today, the employer is tough enough to deal with. Can you imagine what a walk-over he will have in his dealings with labor if the Vinson Bill is passed? There will just be no talking to him. All he will have to do is holler "national defense," and presto, he gets his mediation board, where high-powered attorneys can hornswoggle the labor representatives, as has always been the case with arbitration in the past.

Labor will have to make its voice heard in unmistakable accents if this slave-measure is not to be passed, if "national defense" is not to become altogether just a mere pretext for the unhampered heaping up of super-profits by money-mad employers!

SEAFARERS' LOG

Honor Roll

S.S. ROBIN HOOD	\$16.54
S.S. OAKMAR	16.25
S.S. CLARE—Deck Department	2.25
S.S. DELBRASIL—Deck Department	
I. Decareaux, \$1; Owen C. Mardis, 50c; A. Mayer, \$1; H. Canada, 70c; J. Wagner, 50c; E. Rogers, \$1; R. Rickoll, 50c; E. A. Boyd, \$1; John F. Vandergrift, \$1; R. A. Bonesia, \$1; E. A. Hunter, 50c; A. Vidal, 50c; W. E. Giebel, \$1.00.	
	10.20
H. Pielhardt	1.00
H. A. Smith	.50
M. Doughterty	1.00
Fred Curry	1.00
Total	\$48.74

More About

Phoney Vinson Bill Passed In Committee

(Continued from Page 1)

essary. Apparently, the reactionary Congressmen are "holier than the Pope" in the matter of protecting "national defense." In reality, however, they are merely voicing more openly the sentiments of the labor-hating and profit-greedy employers than the Government spokesmen who have to be more circumspect because of their alleged "impartiality" in the struggle between labor and capital over the issues involved.

The reactionary Congressmen, most of whom come from the "poll tax" states of the South, did their best, however, for the big business interests that are backing them. They can't rush ahead too much with the hot seat proposition for strikers, so the Vinson Bill will have to do for the time being.

For labor, on the other hand, this action of the House Naval Affairs Committee is a danger signal. Although the Bill has to get over the hurdles of a vote in the full House of Representatives, action in the Senate and the veto-power of the President, the unanimous "reporting out" of the measure by the Committee shows a definite trend. Labor will have to use its united strength, the power by means of which it has been able to forge ahead in powerful waves during the last number of years, in order to defeat the plot of the plutocracy to put legislative shackles on the hands and feet of the workers of this country.

Ruling In Montanan Case To Be Appealed

The peculiar ruling handed down by Judge Michael Roche in the Montanan Case is to be appealed by the American-Hawaiian Line, which originally brought the matter to court against the SUP, alleging that the Union tied up the ship in question, thus violating the provisions of its contract.

Judge Roche ruled, on the one hand, that the SUP was responsible for a work stoppage in violation of Section 12 of its collective bargaining agreement with the company. Whereupon he assessed the Union with the costs of the suit.

On the other hand, the Judge claimed that the Union acted in good faith in striving to obtain replacements for the tied-up vessel.

Judge Roche's ruling was found unsatisfactory by both the Union and the shipowners. "According to reports," says the *West Coast Sailor*, "the company may appeal the ruling, in which case it will not be necessary for the Union to do so. Since it will take another couple of weeks before the opinion rendered can be considered final, the SUP will have this time in which to decide on the next step to be taken."

"As the decision is of a precedent-making nature in this kind of dispute, the Sailors Union is viewing the matter very seriously."

Rumor Seized Axis Ships Are To Be Manned by American Crews

WASHINGTON, D. C.—At hearings held by the House Committee on Merchant Marine and Fisheries, it was disclosed this week that seized German and Italian vessels may be requisitioned by the Government and placed into merchant marine service to replace ships transferred to the Navy for auxiliary use.

When Commander F. F. Reynolds of the Navy Department took the stand, Representative Oliver of Maine asked him if he thought that seizure of ships would increase the dangers to the crews that would man them or if such ships might be attacked after they left home ports.

"That is anybody's guess," Commander Reynolds replied.

Another member of Committee, Representative Culklin of New Jersey, asked, if the United States takes over foreign ships and they are sunk with American crews aboard, would that be an act of war? The commander declined to

answer this question.

In any case it looks like rough waters ahead for American merchant seamen, from the way the Navy is planning things. On the other hand, the commander expressed the opinion of the Navy Department that on the subject of requisitioning American commercial tonnage—the Department favors full compensation to owners of requisitioned vessels. At any rate the shipowners won't have much to worry about. A bill by Representative Oliver recommending compensation of this sort was under discussion.

Crucial Shortage Of Trained Seamen

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The situation here will grow extremely serious in the very near future.

Philadelphia has had constant delays in the sailing of vessels, too, particularly due to inability to furnish able seamen. Baltimore lacks both able seamen and qualified men in the engine department, with the difficulties heaping up.

Norfolk, Va., Savannah, Ga., New Orleans, Seattle, San Francisco, Portland and other ports. ALL report a steady decline in available men and anticipate acute shortages very soon.

From the Bureau's own survey, it is obvious that there are only two remedies for the growing crisis in merchant marine manpower.

One is *higher wages* for all ratings, in order to make work at sea sufficiently worthwhile to prevent seamen from continuing the trend to attractive shore jobs, and to bring about a reversal of this trend.

Second, and MOST IMPORTANT, is immediate action by the Government to GRANT DEFERMENT FROM THE DRAFT TO ALL QUALIFIED SEAMEN!

The feeble efforts that have been made so far will not do. Most of the Local Draft Boards are not aware of the information available regarding this critical shortage of seamen. Although instructions are sent out from National and State Draft Headquarters, giving the pertinent facts, the Local Draft Boards either ignore them or do not act upon them.

It is high time for the Government to stop leaving this vital matter to the discretion of uninformal Local Draft Boards. A national ruling giving seamen deferred status is called for to head off the growing crisis. It is illogical to tear away qualified seamen from jobs for which they are much needed. Armed training for seamen can more profitably be arranged on board ship and through the union hiring hall.

MAIL AT NEW ORLEANS HALL

The following brothers have mail at the SIU hall in New Orleans, La.

Orville Abrames	Ed. C. Forsythe	Emil Kardinal	S. F. Petronos
J. L. Allman	F. J. Foley	Ed. Kuhar	Andrew Quinones
Blair Allison	V. Fernandez	John Kimball	H. O. Rice
H. J. Anderson	C. O. Fisher	T. J. Kruger	E. B. Rhodes
P. N. Bufkin	C. F. Gardener	Charles Keller	J. P. Rivera
E. Billington	Frank Gariety	John Linn	Wallace Royal
John Brennan	J. W. Gallaspey	Wm. London	N. Rousset
Archie Bishop	Santos Garcia	W. D. Lantz	Dewey Shaw
George Busby	A. C. Graveley	J. Lopez	Charles Slater
A. Bailey	D. A. Gonzales	R. Lynn	Andrew A. Smith
E. F. Blodgett	E. R. Gardner	Albert Lewis	Frank Southland
L. E. Baker	E. F. Gaylor	O. F. Larson	James Sheldon
A. Cuadra	Joe Graham	J. D. McLemore	Jesse W. Simpson
John Cohn	H. W. Greenlee	Carl Mason	Walter Smith
Ted Cummings	Neal Harmon	W. L. Moeller	Fred Shields
Wm. M. Carter	F. H. Hemptey	J. Medrano	J. M. Shanks
Sam Calacoff	M. C. Haddox	Robert Morton	A. D. Smith
V. M. Cardona	W. D. Halsey	T.A. McAllister	R. L. Moran
Sydney Duchene	Wm. Hazlett		A. E. Thompson
P. De Vries	Ben Hassell	S. Monigman	T. Tormasovich
A. G. Dick	Oscar Hurst	E. C. Mitchell	Curtis Underwood
M. De Ciego	R. E. Holcom	O. C. Mardis	G. C. Vance
W. Dickens	L. Honigman	J. T. Nick, Jr.	Elmo Vance
C. W. Drake	D. Johnson	Norton Olson	J. R. Webb
Alexander Dias	L. Jennings	Isham Ogden	D. W. Walker
A. Alf Eppinette	Paul Jassino	R. G. Pecot	Ed. L. Wisniewski
F. R. England	L. S. Johnston	W. C. Pipe	J. Whidden
W. Flaherty	David Knight	J. E. Porter	Blackie Williams
S. Flaherty	Lloyd King	W. L. Price	
E. Flaherty	H. V. Knaflich	L. J. Powers	

What's Doing—

Around The Ports

NORFOLK

April 14, 1941

Editor, Seafarers Log
Dear Sir and Brother:

Shipping continues good with a serious shortage of rated men. Now that the towboats are starting to pay more money, would like to see some of the boys around who don't like the long trips, as they could be with the better half most of the time, and she wouldn't have to worry about an allotment.

There are two boats of the Dardy Company fitting out here, and there have been inquiries if we can crew them up. They are both coal-burners, so some of you old banjo players get down this way.

We are starting to get these scows cleaned up and are getting plenty of good support from the boys who are getting tired of these captains buying farms and homes out of their stomachs.

Some of the boys have been in the habit of ducking the patrolman when he comes aboard and never find time to get to the hall. Their books needed quite a bit of straightening out. As soon as we pulled a few of them and sent paid-up replacements, the rest saw the light and found the location of the hall.

The towing companies are singing poverty, but we see them bringing barges out that have been laid up for years and repairing tugs that haven't sailed for fifteen seasons!

It seems as though the Commissars sold the boys down the river again on Herr Wood's boats. All over a five dollar rise, but they seem to be sailing with a majority of the original crews. When they wanted to go back, his nebbis told them he had plenty of plow jockeys and bonnified finks at the present, but to leave their address for future strikes.

We are on the look-out for a new hall, as the gas hounds are making it tough to get along with the public performing out front on the main drag.

FULL STEAM AHEAD!
Bud Ray, Patrolman.

TEXAS CITY

April 4, 1941

Brothers:

This is the first opportunity I have had to write in to the Log since I took office. Some people call this a pie card. Well, there is a boom on around this neck of the woods. And there are not enough rooms or apartments to go around, and you are just out of luck to find a place to rest the body. And I really mean that they charge you top prices for everything in general.

I have made all of the ships that have hit Texas ports. Settled quite a few beefs to the satisfaction of the crews.

Shipping is tops, and I have to

In Memoriam

ANDREW LAURENTZEN
Died in United States Hospital
Baltimore, Md. March 3, 1941

BENNY YOUPY

Died in U. S. Hospital
San Juan, Porto Rico.

chase all over Texas to get men for the rust buckets.

The David H. Atwater was in, and I had new mattresses put aboard her, and the boys got the \$7.50 raise. There is a pretty good gang on her, although it is an old coal burner.

All of the Range Line ships have been in, and things were squared away to the satisfaction of the men.

I have been in contact with a few tankers and things look good. In fact, I have six of our men on them. This is all for this time. The weather is fine down here, and some of you men that want to ship in a hurry, get down this way.

Onward and forward with the SIU!

E. R. Wallace, Agent.

NEW ORLEANS

Editor, Seafarers Log
Dear Sir and Brother:

Still the biggest thing around here is the shortage of men. As far as cork fenders, etc., are concerned there are lots of them, but for rated men it is another story. When stand-by jobs go begging for men, then you know that there is a shortage!

Still plenty of ships showing up in here, and every one of them have their own private little wars on. The majority of them are taken care of very much to the satisfaction of the crews, so everybody is happy.

Been expecting to hear a lot of stuff about how well the Nickle Mochers are doing. They got a blurb in the local press about how much they had raised the wages for seamen, how they had set a new high in the history of the Merchant Marine. They possibly forgot that the SIU are at the present time at least five and, in lots of cases, ten bucks ahead of them on the wage scales. Possibly they also forgot that the last few raises they received came AFTER the SIU had already gotten the raise.

They are bragging about the raise that the shipowners dished out before they asked for it, but they sure are forgetting all about the men that are sailing the ships, the conditions under which the men must sail, the working rules that govern the duties of the men that sail the ships. In fact, the boys seem to forget the union is not the pie cards but the members themselves.

If you think that I'm kidding, go into New York or down here and make a trip on the El Dia or El Valle, the latest two that we have that the NMU had. These ships are sailing as they left them as far as quarters are concerned. Of course, we had to clean the scows up to where they were livable, renew the bunks, etc. But still they set a new low for the SIU. You will have to take your trip very soon though because if you don't, then the ships will be squared away to comply with our standards. As soon as the steel comes in for them, they will be fixed up and the memory of the time the NMU sailed these ships will fade and

Yours till the seamen of America stop this hooley and come in where the MEMBERS ARE THE UNION, NOT WHERE THE UNION IS FOR THE CHOSEN FEW.

Steady as she goes.

Army.

TAMPA

April 10, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

Things are moving along pretty fast here. It is quite a problem to get men, but so far only one or two ships have sailed short-handed, and that has been only one man short. The agent stays plenty busy though, looking for replacements.

A.B.'s, oilers and firemen can about pick their ships and, believe me, some of them are doing it and how.

The Draft Board is calling a number of our qualified members for training, but I believe the situation is clearing here in regards to qualified seamen. We are appearing before the Board whenever a member has been called, and he notifies us in time. We are making every effort to have them deferred. We have received D.S.S. forms 42 from the chief clerk of the Board. We have managed to have several deferred for some months.

The old P & O fleet is finally waking up! The men have found out that they do not have to let a company stoge ride the ships. Now they have got the regular scale raise in wages and overtime, \$10.00 and 80 cents overtime, and are improving conditions right along.

All the saltwater tourists that were sojourning here, dodging the snow balls during the winter, are conspicuous by their absence. Most of them are heading north. Yours for a bigger and better union!

Fraternally,
R. White, G-57.

PROVIDENCE

April 17, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

Things are starting to pick up in the Port of Providence and New Bedford after a slow winter. It will be a relief to have the old telephone ringing for men again.

The S.S. Nantucket and S.S. Naushon of the New England Steamship Co. are both in operation and expect a busy season at the cape, what with army camps and so forth in New England.

In the next few weeks, when the N.E.S.S. Co. puts out another boat, I don't know what we will do in the Port of Providence for trained men, as there are not enough men now to supply the few boats that are here now.

Fraternally,
Joseph E. Lapham, Agent.

Attention! BILL ALSTON

Get in touch with your attorney, J. Rassner, at 220 Broadway, New York. He has some important news for you.

FRANK L. QUINONES

Contact the Miami Agent of the SIU. Good news from Mike Bermudez. Important!

WESLEY WILLIAMS

Anyone knowing the whereabouts of this brother, please get in touch with the SIU Hall in Norfolk.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

HEADQUARTERS

Room 918, Washington Loan & Trust Co. Building,
9th and F Street, N.W., Washington, D. C.
P. O. Box 6180 Phone: District 5963

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BALTIMORE

News and Views

Bull Line's Marina Goes to Government —“Ugly Ducklings” for Convoy Service?

Baltimore, Md.,
April 3, 1941

Seamen continue to be scarcer than snowballs in hell in this port and judging from what we hear, the situation is very much the same in other ports.

Local Draft Boards, realizing that we are doing all we can do get the ships out fully manned, are cooperating with us in issuing permits and deferments, but, it should be remembered that co-operation depends on us, and some of our members apparently are trying to screw things up.

There have been a couple of cases where members bid for jobs making long trips and on getting their permit for such a trip, have turned the job down. Those individuals are looking out only for themselves and to hell with the other guy.

In order to protect the majority of our members who are strictly on the up-and-up about such things, we'll take action against any member who tries to pull any more phoney business of that nature.

The good ship ELDENA, another rust bucket de luxe, is due to be crewed up here this week. Maybe, rust bucket or not, she's as good as some of the new ships built. Builders haven't changed any, and still figure things out in terms of dollars rather than human welfare. Profit obtained at the expense of human safety isn't profit. It's blood money. The builders apparently build the ship on a cargo space basis and after that's done, they cast around for some hole or corner to stick the crew in. We heard one donkey who builds ships on paper and who had just discovered the chain locker remark, "What's the matter with this place?" Nice people!

A little bird tells us the Bull Line's beautiful MARINA has been earmarked by the Government and she will therefore never know the pleasure of sailing with the good old SIU.

We regret to report the death of Andy Laurentzen, a brother well known and liked by all who were shipmates with him. This is the second time a member has been taken seriously ill while staying at the Anchor Hotel on Pratt Street, and the proprietors have failed to notify the Union.

Hog Islanders, or just plain "Hogs" they called them back in 1918, but this is a new war, so

the old floating boxes get a new name "Ugly Ducklings." Not that they are ugly, of course, but only so in comparison with the sleek, smooth, well equipped Maritime Commission fleet. Their job will be with the convoys. Of course, the big shots say No! No American convoys in this war! But despite their assurances the "Ugly Ducklings", are getting gun mounts astern and are being equipped with the De-Gausse belt that repels magnetic mines.

Baltimore will build fifty of them with the prospect of a contract for thirty more. Bethlehem Steel will build them and promises to deliver the first around January, 1942, and all fifty of them in 730 days from March 18 of this year. That gives the yard plenty of leeway, and it is expected they will get the ships out considerably before the contract expiration date.

During the last war the United States built 2,000 in two years and today's shipbuilders, much better prepared than they were in 1917-18, should beat that mark by at least 500 ships. Cargo handling equipment on these modern Hog Islanders will be cut down to a minimum and speed set at around ten knots.

The question as to where the crews for these ships will come is in the laps of the Gods. If the SIU has the men, we'll get them. If we don't have the men and the NMU does, they'll get them. If neither Union can supply, they go to the Navy.

Wm. McKay, Agent.

NOTICE TO ALL SIU MEN

Canadian Branches of the
Seafarers' International
Union

When in Canadian ports,
visit the halls of the following
organizations, affiliated to the
Seafarers' International Union
of North America:

CANADIAN
SEAMEN'S UNION
406 St. Lawrence Boulevard
Montreal, Canada

BRITISH COLUMBIA
SEAMEN'S UNION
310-B Cambie Street
Vancouver, B.C.
Phone: TRinity 2251

Out of the Mailbag

Exmoor Crew Warns Against Dangerous Deck Loads

S.S. EXMOOR
Capetown, South Africa,
February 17, 1941

Dear Brothers:

We, the members of the crew of the S.S. Exmoor (recently taken over by this company), wish to be placed on record as having brought to this organization's attention the uneven, inconvenient, thoroughly unsafe and excessive deck loads being carried by most of this company's vessels, plying the South and East African runs.

It has been and is customary on these vessels, especially now, due to war-time demands, to load every packing case, drums, barrels, etc., that can be stowed on their decks. Evenness, compactness and SAFETY seem to mean apparently nothing, just so long as every inch of deck space is used for cargo.

Therefore, due to the excess profits gained at our expense by the companies indulging in this practice, we think it no more than just that certain monetary remuneration should be made to us,

and that SAFE and more convenient catwalks, steps, ladders and hand rails be erected before a vessel so loaded leaves the docks. Also that a carpenter be carried on those now sailing without same, to keep them in good repair.

We think that it should also be brought to your attention that several members of the crew have suffered minor injuries, such as barked shins, bruises, cuts and sprains (none of which deemed serious enough by the company to warrant payment of damages).

Two members of this particular crew have been injured seriously to a certain extent, namely: H. Krutzer, a possible fracture or break of a rib (or ribs), R. E. Wilson, a possible fractured or broken right hand. Both men are in the Deck Dept.

We will bring this to a close in hopes that some action may be taken by the membership, to alleviate these conditions.

Sincerely,
Crew of S.S. Exmoor.

Delmar, Delvalle Crews Pay Last Tribute to Brother

Buenos Aires, Argentina
February 27, 1941

Dear Sir and Brother:

Brother William Martin, bos'n of the S.S. Delvalle, was killed aboard the ship while on duty. The crews of the Delvalle and the Delmar, which were both in port here at the same time, took up a collection to have a tombstone put up on the grave of this brother. The inscription on the tombstone reads as follows:

In Loving Memory of Our Shipmate

WILLIAM MARTIN, Bos'n
S. S. Delvalle
Born 1897
Died February 22, 1941

Officers and Crew,
S.S. Delvalle and S.S. Delmar

May His Soul Rest in Peace.
Amen.

It was only fitting that Union Brothers should get together and give that last tribute to a seaman departed from their ranks.

Fraternally yours,
S. P. Mitchell.

S.S. Semmes Men Condemn Dirksen Anti-Strike Acts

We, the entire unlicensed personnel of the S.S. Raphael Semmes, want to go on record condemning Representative Everett M. Dirksen and his awful Anti-Union Actions in regards to trying to have passed a bill to put us as American, Union-minded seamen of the American Merchant Marine under the Naval Reserve.

We, the American seamen, that have gone through the past struggles in the Maritime industry, know from past experiences that this bill has but one purpose, and that purpose is to BREAK OUR UNIONS.

We, the crew of the S.S. Raphael Semmes, urgently ask all other Labor Bodies, maritime and otherwise, to send letters and telegrams of protest to the Hon-

orable President, the House of Representatives, and also to Representative Dirksen condemning him for his Anti-Union attitude.

Fraternally yours,
Crew of S.S. Raphael Semmes.

Urges Union Seamen To Remain on Jobs In Present Crisis

March 19, 1941

Editor, Seafarers Log
Dear Sir and Brother:

As members of one of America's foremost trade unions, we are at present faced with a most serious problem, that of supplying the ships that we now have under agreements, with competent crews.

As far as the Stewards Dept. and the Engine Dept. are concerned, we have up to the present been able to do fairly well. But, where are all of the A.B.'s?

Personal observations have shown me that in most ports when we have a joint meeting, it is attended in a majority by members who are working ashore. These men, because of the present boom due to the National Emergency, are making more money ashore than they can on ships at present. When conditions return to normalcy, these men will be back in the Hall waving their books for a job again.

It should be the duty of every good SIU Brother to do everything in his power to keep the ships sailing with a minimum of new men being inducted into the industry and eventually into our union.

Otherwise, the time will come in a few years when conditions return to normal, when we will again have ten seamen for every job, which will eventually destroy our union.

Any Brother reading this, and giving it a bit of thought, should consider it his bound duty to use every means in his power to keep our good seamen at sea during this National Emergency.

Fraternally yours,
Paul C. Hahn, Jr., No. 6661

472 New Cargo Vessels Built In U.S. Yards

Contracts for the construction of 472 new cargo vessels have been awarded to American ship-building companies, the Maritime Commission disclosed this week. Of these, 212 freighters are to go to Great Britain under the "bridge of ships" project provided for by the Lend-Lease Law. Two hundred more are of the "ugly duckling" utility type, while 60 more have been ordered directly by the British government. By the end of the year, it is expected that at least a ship per day will be coming off the ways.

At the same time it was announced that every effort will be made to divert coastwise tonnage to the Pacific and certain Atlantic routes, in order to release British vessels engaged on these routes for shipping in the war zones.

The Army has withdrawn twenty-six transports from inter-coastal services to traffic between the mainland and outlying defense bases and will permit transports which carry military supplies to Hawaii and the Philippines to go to the Netherland Indies and return with commercial cargoes, it was reported.

Profits Skyrocket; Wages Lag

From the bitter outcries of the employers' stooges in Congress, one would think that the corporations are practically going broke, while workers with fat pay envelopes were going out on strike as a lark. The actual figures as made public by the A. F. of L. last week show an entirely different picture:

According to American Federation of Labor economists, profits leaped upward in 1940 by 10 to 190 per cent, but hourly wages in the same period rose only from 1 to 4.8 per cent. Profits for 1941 are, of course, expected to be far above 1940 and therefore the contrast between profits and wages is expected to be still sharper.

This top-heavy situation threatens the entire economic system, the A. F. of L. warned. Industry is well able to pay higher wages, and labor will fight for such increases, the Federation made it clear.

In the face of these facts Labor can only resent Government attempts to interfere with the right to strike, by compulsory mediation or otherwise, as direct aid to the profit-hungry employers. "National Defense" does not require huge profits and catering to greed. If the Government wants to insure "defense" production, it is high time that pressure were put in the right direction: on the employers who withhold a living wage from the majority of the people who are to be defended and have to defend themselves!

Attention
OTIS SMITH BLAND

Get in touch with William H. Bland at 2019 Brambelton Ave., Norfolk, Va., as there is important news for you!

Class Struggle Strategy And National Defense

With its usual craven duplicity, the "Journal of Commerce" covers up the aims of its sponsors, the oligarchy of big business interests, in a particularly vicious editorial attack upon labor launched under the usual smokescreen of patriotism. Says the "Journal":

"The vigorous offensive launched by American labor unions to obtain wage increases, vacations with pay and other major concessions at this time may appear to union leaders to constitute brilliant strategy. To men brought up in the doctrine of the class struggle, seldom has a better opportunity been offered to force employers to give labor what it asks. . . . The Achilles heel in this policy of organized labor is the rapidly growing impatience of both the Administration and public opinion with class struggle strategy in the midst of a great national emergency. If labor continues to insist upon making chronic demands for new concessions . . . serious trouble will inevitably follow for trade unionism. The incipient revolt within Congress will gather momentum rapidly. . . ."

(Journal of Commerce, April 14, 1941)

One would think from reading this piece of hypocrisy that "class struggle strategy" is a completely one-sided affair, resorted to only by the bad labor unions. Presumably, the little clique of employers for whom the "Journal" speaks never resorts to this kind of a strategy.

Let's see: From 1929-1939 there was another great national emergency in this country—the Great Depression. Just how patriotic were the employers at that time? How did they react to the appeals for reason during all that time? Did they hesitate for one moment to employ THEIR "class struggle strategy" of cutting wages to the bone, of speeding up their workers beyond human strength to endure, of casting on the pavement those workers for whom their profit-chase could find no place in the industrial fabric? Like hell they did! If public opinion or the Administration "grew impatient" with THIS "class struggle strategy" of the employers, they simply retorted: The Administration and the public be damned. . . .

One would think from reading this model of double-dealing, that the employers are showing an entirely disinterested attitude in the present "great national emergency." One would think that they have become so patriotic that they have voluntarily surrendered their right to profits. As if every wide-awake man didn't know that the employers are heaping up super-profits from defense production that far outstrip even their fondest dreams of the past!

Yet, the paid scribes of the "Journal" would have the mass of labor give up its possibility to get a few more cents per hour, a vacation of a week or two, in other words: an opportunity to breathe freely for a change and to straighten out its back—all in the name of "national defense."

There are two standards for the "Journal of Commerce": What is perfectly patriotic for the profiteering employers is deep-dyed treason for the labor unions. What constitutes the fiercest class struggle strategy for the unions becomes merely an disinterested concern for the welfare of the nation when practiced by the employers.

Yet, this very way of posing things is part of the "class struggle strategy" of the employer oligarchy. The "Journal" gives the whole show away in the last sentence we quoted above: "The incipient revolt within Congress will gather momentum rapidly. . . ." The paper of the bosses warns labor that if it does not desist from standing up for its rights, they will unloose their venal agents in Congress against the unions. That, too, is part of the class struggle strategy of the employing class. They turn over to "impartial" legislators—bought up by them lock, stock and barrel—the task of subduing the labor unions for them by anti-strike and labor-law laws of all kinds.

But labor is getting wise to this strategy of the employers. It will react to it with just as vigorous an offensive on the political and parliamentary field as that with which they have recently met it on the economic field. Labor will have to do that or submit like cowardly slaves. And American labor is in no mood for submissiveness these days.

Another "Pilot" Fakery

In its April 11 issue, the "Pilot" prints what it purports to be a "scoop" proving that the SIU is finky. It is a photostat of a flyer issued by the New York State Employment Service calling for seamen. The flyer specifically states that these have to be "A. F. of L. or to join." From which the miserable creatures on the lying rag of the Top Fraction conclude that the SIU "prefers to cooperate with a semi-fink agency." Now, it is a known fact that many seamen who have quit the sea and gone to work ashore, when they become unemployed, have to register with the Employment Service in order to obtain Unemployment Insurance. Does that make them finks and the Service "semi-fink"? Furthermore, it is a known fact that every man shipped through an SIU hall has to show complete strike clearances which are gone over by an investigating committee. Can the NMU say as much for its procedure? Not content with this attempt to fool the gullible, the lie-pot further says that "the SIU demands an applicant's race and religion, thereby barring Negroes." To be sure, the flyer of the Employment Service has spaces for race and religion to fill in, but these are required for every man or woman registered by that government agency according to statute and has nothing whatsoever to do with the SIU, as the liars who run the UMU sheet very well know. These people apparently operate under the formula set forth by Hitler: The bigger and the more lies you tell, the more they are apt to be believed.