

SECURITY
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SEAFARERS LOG

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



VOL. III

NEW YORK, N. Y., MONDAY, FEBRUARY 24, 1941

No. 4

A. F. L. BACKS SEAMEN ON H. R. 2662

SEND TELEGRAMS TO HOUSE COMMITTEE ON MERCHANT MARINE AND FISHERIES!

In order that all Branches may file a last-minute protest to the Bill which will greatly strengthen our battle against it, we urgently request all Branches to send, individually, to the House Committee on Merchant Marine and Fisheries, Washington, D.C., a strongly worded telegram of protest against any and all parts of Bill H.R. 2662.

These telegrams should be addressed directly to the House Committee on Merchant Marine and Fisheries and should be sent on February 26 and not the day before or the day after.

We can expect a tough battle, and all help is needed no matter how little. All members and ships' crews, if possible, should send telegrams of protest on the 26th to the House Committee on Merchant Marine and Fisheries, Washington, D.C. pledging full support to President Harry Lundeberg. Brother Lundeberg is here in Washington, and we have been busy lining up all possible support against the Bill.

SUP Wins Wage Raise from W.C. Shipowners

Negotiations between the Sailors Union of the Pacific and the Pacific American Shipowners Associations resulted in increases in basic pay as well in bonuses for the sailors, the SUP announced this week.

The monthly wage increase on offshore, intercoastal vessels is \$7.50, raising A.B.'s wages to \$90, and others accordingly; in the Alaska trade the raise amounts to \$2.50, bringing A.B.'s pay up to \$92.50, as on steamships.

Bonuses (formerly on a 25 per cent basis) are as follows now: Suva to Suva run, \$24, which is a raise of \$7.68; trans-Pacific run, \$21, a raise of \$3.76; round-the-world run, passenger service, \$70.40, a raise of \$22.20, and freighters, \$71.20, a raise of \$23.20.

Freight Rates Skyrocket on Foreign Runs

Freight rates took a sudden spurt upwards in the last few weeks. In some runs big boosts have already taken place; in others, decisions are soon forthcoming.

The Far East Conference of shipowners, taking advantage of the crisis in Pacific waters, has increased its rates by twenty-five (25) per cent as of March 1, 1941. The conferences have put in advances on a number of items. Now it appears that the U.S.A.-South African Conference will advance all of its rates by fifteen (15) per cent as of March 15.

"How much higher rates will go," says the *Journal of Commerce*, big shippers' organ, "no one can say. . . . The prospect is that they will keep on up so long as the terrific demand for cargo space continues." (Feb. 17, 1941).

The union will have to be on the alert to keep seamen's wages up on a level with profits.

Brass Hat Effort to Smear Labor Bommerangs

"Brass hats" in the Navy Department, who seldom overlook an opportunity to smear Unions, tried again this week to give labor a black eye, but the attempt boomeranged.

The Admirals prepared what they said was an analysis of strikes on "national defense" and sent it to the Senate Naval Affairs Committee, with a letter that sought to picture the labor situation on defense as alarming.

The list looked formidable. It carried 27 strikes which were called "current" and 100 more which were described as "settled." In fact it was the largest collection of apparent walkouts on defense any agency of the government has been able to compile.

However, the tabulation didn't stand the light of day for long. Department of Labor representatives and assistants to Sidney Hillman, labor member of the National Defense Commission, combed the list and here is what they found:

Over 20 of the so-called "current" strikes were either settled long before the Admirals put out

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Pres. Green Declares Federation "Stands Unalterably Opposed" to Dirksen Bill

In a letter to Brother Harry Lundeberg, outlining the "highly objectionable" features of H.R. 2662, President William Green announced this week that the American Federation of Labor "stands unalterably opposed" to the vicious Dirksen Bill.

Lundeberg Blasts Phoney Bill at Hearings in Capital

Hearings on H.R. 2662, the Dirksen Bill, have been set for Wednesday, February 26, 1941, the House Committee on Merchant Marine and Fisheries announced in Washington, D. C., this week. A delegation from the Seafarers International Union and the Sailors Union of the Pacific, as well as other maritime labor organizations, will appear at the hearings to present the rank and file seaman's case against this pernicious legislation.

Headed by Acting International President Harry Lundeberg, the seamen's representatives intend to leave no stone unturned in exposing the anti-labor character of the proposed bill.

In a report from Washington, D. C., Brother Lundeberg says of H.R. 2662: "This bill affects every American Union seaman, and affects every seaman's union, both now and in the future.

"It is the most vicious piece of anti-seamen legislation," Brother Lundeberg states, "ever to be introduced in Congress. I believe there are strong forces lined up here to try to pass this bill, or the most important part of it, namely, the part that deals with our hiring system.

"From what I can learn here the purpose of the whole bill is to knock out our hiring system, and put the seamen back in the Fink Halls under government supervision and the old blacklisting system of the Shipping Board days will be here again. This bill is cleverly drawn up, and no doubt some high-priced shipowners admiralty lawyer has had a hand in drawing this Bill up. This bill will also nullify parts of the Seamen's Act passed in 1915 which the SUP, through Andrew Furuseth, fought 21 years to have enacted.

"This bill, they say, is for the purpose of cleaning out the Com-

munist and Nazis in the American Merchant Marine. This is a laugh—as a matter of fact if this bill is enacted that Communists and Nazis will be sailing as usual through the Fink Halls, and the militant Union seamen will be blacklisted on the beach. As they have done in the past, this element will be the first to register in the Fink Halls and will be

(Continued on Page 2)

President Green's Letter To Brother Lundeberg

February 19, 1941

Mr. Harry Lundeberg, President Seafarers' International Union of North America Harrington Hotel, Washington, D.C.

Dear President Lundeberg:

I directed Judge Padway, our General Counsel, to examine H.R. 2662 introduced by Congressman Dirksen and to report to me on the bill. I have personally examined many of its more important features. From Judge Padway's report and my own consideration of the bill I am definitely of the opinion that this bill will prove most detrimental to the interests and welfare of our seamen.

It is clear that Sec. 103 (a), (b) and (c) outlining the "procedure for engaging seamen" will permit the master of a vessel to engage in arbitrary selection and to indulge in discrimination.

OPPOSED FINK HALL BEFORE

Sec. 104, dealing with "duties of Shipping Commissioner" imperils and perhaps destroys the right to operate and the operation of the hiring halls provided by the seamen themselves. The American Federation was obliged to oppose the plan set forth in the bill when it was proposed by the United States Maritime Commission in 1939. We are still of the same opinion and strongly oppose the method provided for in this section of the bill.

BLASTS "BLACKLIST" PROVISIONS

Sec. 105 and its several subdivisions provide for furnishing seamen with "continuous discharge books." It needs no effort to discern that this system may be converted into an employers' blacklist, which is highly objectionable to organized labor. In fact throughout the years of its existence, the American Federation of Labor has fought the "blacklist" and it has succeeded in obtaining legislation outlawing it in many states. It is an "unfair Labor practice" under the National Labor Relations Act. It is certainly inconsistent with

(Continued on Page 2)

Boy Flogger Good Enough for Army

Colonel Raymond W. Combs was dismissed as superintendent of the Colorado Industrial School last week by the State Civil Service Commission. Combs had ordered several boys between 11 and 15 years old chained together, flogged, and held in solitary confinement.

Colonel Combs will now resume active duty with the army.

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of the
Seafarers' International Union
of North America

Affiliated with the American Federation of Labor

HARRY LUNDEBERG, Acting International President
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Dirksen's Bill: Spearhead of An Attack on Organized Labor

In form the new Dirksen Bill, H. R. 2662, is an onslaught on union seamen. In essence, it is the spearhead of an attack directed against all of organized labor in the United States.

With the growing war emergency, the dominant employer class has constantly been girding for a blitzkrieg all its own against the unions, against organized labor. Under the screeching veneer of patriotism and the pseudo-concern over "national defense" a whole series of schemes have been launched by big business to suppress the militancy of the working man—his only protection against abject slavery. Even now, Representatives Smith of Virginia, Vinson of Georgia and Clare Hoffman of Michigan are framing bills in Congress whose aims are no less than to ban strikes, break down the closed shop, introduce official blacklisting, divide labor's house and suppress elementary civil liberties.

But all these aims are spread full-blown already in the Dirksen Bill. Only this Bill, the first to come before a House Committee, directs its shafts exclusively at seamen. That is not at all accidental. Since the great awakening of 1934, seamen have been leading the parade of all American labor in the struggle for a decent living and for the emancipation of the great mass of the population from the deadening grip of the greedy profiteers. It is no more than to be expected that the profit-hungry tycoons would single out the seamen for the very first blows in their attack on labor.

Consider for a moment what the Dirksen Bill aims at.

1. First of all, it proposes to reintroduce the government-controlled hiring hall, the Fink Hall, and to abolish under heavy criminal penalty the Union Hiring Hall—the biggest gain of the maritime unions in the whole past period of struggle. The smashing of the Union Hiring Hall—what is that but the smashing of the Closed Shop as applied to marine labor? What is that more than the assault of the Open Shop employers, directed in this instance against the seamen?

2. Secondly, it aims to make **COMPULSORY** the adoption of the Copeland Continuous Discharge Book—the Fink Book of long notoriety. What is that more than an attempt to introduce for seamen the blacklisting labor passport system, which big business wants to establish in all industry under guise of combating sabotage?

3. Thirdly, H.R. 2662 stands for tremendously increased restrictions against foreign-born seamen sailing on American ships. What is that more than the well-planned attempt to divide labor against itself, in this case applied merely to the men who run the ships?

4. Fourth, the Dirksen Bill wants to make it a "lawful command" for the Master, **AT HIS OWN DISCRETION**, to ban the distribution of what he considers "subversive literature." Under this provision, the skipper can ban, under penalty of prison terms, the passing around by members of the crew of copies of **West Coast Sailor** or of the **Seafarers Log**, or for that matter, of any printed item which calls for increased organizational effort on the part of the unions. What is that more than the plot to suppress the civil liberties of all labor, conceived by the big profiteers, and directed in this case against sea-going workmen?

5. Finally, H.R. 2662 proposes to place the infamous "thirty day" clause on all strike actions, along with strangulating compulsory arbitration machinery. All in the name of "national defense," of course. What is that but the general plan to outlaw strikes, brought down with full force on the seamen's unions?

Every provision, every phrase of this rotten and vicious measure is directed by Dirksen at the seamen, **BUT IT IS MEANT FOR ALL OF AMERICAN LABOR!**

In every sense of the word, H.R. 2662 is the spearhead of an attack against organized labor as a whole! The seamen and their unions have declared their determination to fight this poisonous attack to the finish. It is up to organized labor as a whole to back this fight up in the fullest measure of its ability. The interests of every working stiff are at stake.

A Frank Opinion On What's Behind 'National Defense'

Benjamin C. Marsh, secretary of the People's Lobby, reports that a few weeks ago, "the owner of one of America's leading newspapers, a good money maker, who knows the President well, told him that we must get into the war because the world must be controlled by the British Empire and the American Empire."

"When I asked him why he used the term 'American Empire,' he replied: 'Why not be practical, that is what we are, and that is what we have got to be.'"

A leading Washington service for business men refers to the probable course of the United States from now on as one of frank "imperialism." This, it says, "could go under anyone of several names. But it means support for the British; insistence upon continued sea control at the cost of war if necessary; gradual assumption of responsibility for functioning of the British Empire, with England as probably the junior partner."

This course, the service informs, "is chosen by Roosevelt and is to underlie coming developments." This is what underlies, also, the phrases about "national defense" and "democracy." Wall Street recognizes these words as necessary subterfuges, useful in the campaign "to swing Congress and public opinion" as the Kiplinger agency put it in its Washington letter last November.

—From *Economic Notes*.

Lundeberg Blasts Phoney Bill

(Continued from Page 1)

good stooges, while a good Union man will be in the street.

"The shipowners, as any other industrialist, know no country where their personal interest is involved. What the hell do they care if they break up the Unions through law? They'll be satisfied to hire Communists, Nazis, or Holy-Rollers as long as they can make dough and get cheap crews. The Communists and Nazis will give them any deal they ask for."

"Cleverly, the shipowners say that as long as this bill goes through they can clean out the ships of subversive activities, and they are aided and abetted in their cry by anti-labor forces in the various reactionary government bureaus. What they mean is they'll be able to finger all militant Union men and break up the Unions and get back to wages and working conditions laid down by themselves without any interference from the Unions."

Wanted By the Draft

Members whose names appear under this heading should immediately communicate with the Local Draft Board mentioned. For their own protection they should do so without fail.

Harvey Charles Hill
Wanted by Local Board No. 3, Franklin County, Waynesboro, Pa.

ELMER BARBER

Your Local Selective Service board is trying to locate you. Get in touch with them as soon as possible.

President Green's Letter To Brother Lundeberg

(Continued from Page 1)

the present policy of our government to encourage the enactment of any law that can operate as a blacklist of employees.

CALLS BILL VIOLATION OF CONSTITUTION

Sec. 106 deals with "distribution of subversive propaganda at sea." The American Federation of Labor has repeatedly proclaimed that it is opposed to subversive activities and propaganda. However, the method devised to suppress subversive activities must conform with Constitutional rights and such methods must not be worse than the evil it seeks to eliminate. Sec. 106 places in the master the right to command the destruction or the prohibition of distribution of any book, pamphlet, leaflet or other publication or item of written, printed, or graphic matter, which in his opinion is calculated to encourage disloyalty to the constitution of the United States.

It is easy to see that such broad and unlimited grant of power may be the means of suppressing books and literature dealing with trade unionism upon the mere declaration of the master that such literature encourages disloyalty. I rather think that such summary power would invade the constitutional guarantee of free speech and press. But whether it does or not, the provision vesting such power is objectionable because there is no check against its abuse.

Title II dealing with "Citizenship Requirements for Manning Vessels" is quite stringent and likely to bar many seamen and fishermen legally resident in this country from making a livelihood.

Title III, providing for "Mediation of Maritime Labor Disputes," is patterned after provisions in several other bills now before Congress. At the bottom of them lies some form of "Compulsion" and the curtailment of the right to strike. The American Federation of Labor is on record as opposed to this form of legislation, and for reasons already widely publicized it is opposed to the "mediation" provisions of this bill. I see no reason for the elimination of the Department of Labor in Maritime disputes. Its conciliation service has functioned satisfactorily and we feel it can and will continue to do so.

There are so many objectionable features in this bill, that such beneficial provisions as are contained in it are far outweighed by those highly detrimental to labor, and particularly the seamen. Therefore, the American Federation of Labor stands unalterably opposed to this bill.

You are privileged to use this letter before the Committee considering this bill as expressing the views of the American Federation of Labor.

(Signed) WM. GREEN, President,
American Federation of Labor

Seafarers' Log Honor Roll

S.S. IBERVILLE	10.00
S.S. DOROTHY	9.50
S.S. CORNELIA	7.75
J. D. McLemore	3.00
L. Connors	1.00
S.S. Kofresi	5.50
C. Hitchcock	10.00
F. O. Blanco	\$10.00
C. Melendez	10.00
S.S. CLARE (Eng. Dept.)	1.00
T. Tooma	1.00
Total	\$68.75

Itemized accounts of previously reported donations:

S.S. ROSARIO: F. Caban 50c, Vicente Jimenez 25c, F. Barlizo 50c, C. Fisher \$1.00, Mario Farruya 50c, W. Hamilton 50c, W. Jenkins 25c, M. E. Watson 25c, H. Jansen 25c, R. D. Lewis \$1.00, F. Jimenez 20c, Pedro Velez 25c, E. Nunez 25c Total \$6.20

S.S. CITY OF BIRMINGHAM: A. B. Anderson 50c, J. M. Hudson 25c, A. B. Sharpe 25c, Bos'n Winecoff 25c, Horne 25c, Dykes 25c, Olsen 25c, Blanton 25c, Martin 25c, Maskell 25c, Colson 25c, Halvorsen 25c, J. E. Da Rocha 25c, Hansen 25c Total \$3.75

S.S. GREYLOCK: G. Ehmsen \$1.00, W. Labaski \$2.00, A. Harrelson \$1.00, H. Hodges \$1.00, R. Bellevance \$2.00, J. Welsh \$1.00, A. Lloyd \$1.00, N. Kaastrup \$2.00, P. Kaminski \$1.00, H. Raport \$1.00, F. Hagin \$1.00, B. Smyley \$1.00, R. Witt \$1.00, R. Langford \$1.00, M. Peabworth \$4.00, J. Smith \$1.00, J. Mandano \$1.00, D. Diir \$1.00, T. Shea \$1.00, J. Murphy, \$1.00, H. de Boaz \$3.00, J. Elliot \$2.00, W. Silva \$1.00, R. Thomas 1.00 Total \$33.00

What's Doing—

Around The Ports

TEXAS CITY

Editor Seafarers Log:
Dear Sir and Bro.:

Started out as a very dead week, but the old law of averages came to the front and for the week end, the old rush, shipping very good, forced to sail the Seatrain New Jersey short a chief cook. Outside of that dug up the men needed for the week.

The men on the ships are already trying to pay the \$5.00 assessment. So if this is any sign it will be carried very handily.

The Italian ship I mentioned the other week is discharging her cargo. I'll bet, looking at it as a sailor, it's just a racket to get more shipside for the boys to paint on.

Was in Beaumont yesterday and met W. H. Farley, business agent for the longshoremen there and any one who pays off there, go up and register with him for the Sabine District. Also, after April there will be a Bro. in Corpus Christi who will be on the beach there all summer who will donate his services toward placing men on the ships there. With this sort of a set-up, when the Brothers willing go out of their way to do these sort of things, which way are we headed? Yep, that is right, ahead at all times!

The pride of Norfolk was in Houston the first of the week and talk about a layout that needs working on, the E.T.Co.'s tug Samson is it. Quarters are lousy and plenty more of the same sort of thing. Then to top off with, a fireman quit the tub and the old man paid him off with a check. Now no one in this country knows anything about this company. Result: the lad had a big time all by himself trying to cash it. Not that the checks aren't good, just that a stranger with a check on a strange company is in for a hell of a time. This should be taken up with this Co. and cash payments made.

The Margaret of the Bull family was in this A.M., keeping the Francis Salmon company, and talk about a diff, it's a bucko diff. On the Francis, all O.K. On the Margaret, nothing O.K. Chow bad, not enough of it and the cooks getting careless. A meeting held aboard the ship and a committee elected to assist the Steward in making out his list. So keep an eye on this ship. Believe,

In Memoriam

THOMAS RYAN
Died in U.S. Marine Hospital
Ellis Island, N. Y.
January 28, 1941

JOSLYN CARLON
Died in Mobile, Ala.

CONSTANTIN PEDDER
Died U. S. Marine Hospital
Staten Island, N. Y.
February 5, 1941

ROBERT C. BROWN
Died U. S. Marine Hospital
Staten Island, N. Y.
January 16, 1941

GEORGE FORESTER
Died in Boston
January 31, 1941

there will be more about her in the near future. No squawks on deck or below.

Mark this in gold letters or something Aboard two ships this A.M. and didn't see one drunk. Yea, they were in long enough for all hands to be tight.

Don't see many responses from the ships regards the Dirksen Bill, don't see any responses from the members regards writing to the Log, still don't see some ports reporting in the paper, ye Gods, I just don't see!

Steady as she goes.
A. W. Armstrong

Editor, Seafarers Log,
Dear Sir and Bro.:

Take eight ships, scatter them over a hundred and fifty miles, give the crews phone money, and shake well and result: a hell of a busy time for yours truly. The Delnorte started the week, bright and early Monday morning. The Plow City wound it up (I hope) Friday night. Had to sail the City short an A.B., couldn't find one. It got so bad here for a while that I was meeting myself coming back. Such is the life of a PIE CARD!

Just the usual run of beefs. Squared away as usual. The week's run-around was on the Marsodak. The radiator in the sailor's quarters had no drain and about the time the gang would go to sleep, a regular anvil chorus would start. The gang had been promised and promised that it would be fixed but she came in still needing fixing. Told the Chief about it and he agreed to fix it. Next day, upon making the ship, found no effort to even start the job. So then had to inform the officers that the job must be done before sailing. Result: a shore gang came down and turned to. Why, oh why, is it necessary for these petty things to be carried on and on?

The biggest thing down here right now is the shortage of rooms. You can't beg, buy, borrow or steal a place to live in this town. In this immediate district there are three big Government jobs going on. So Texas City, Galveston and all the outlying towns are overcrowded. Rooms that used to go for \$2.50 and \$3.00, now bring \$6.00 and \$7.00 and you can't get them at that price. The men, when they come on the beach, have to go to Galveston and some as far as Houston, to get rooms. We have put some cots in the hall, but it is darn cold.

Shipping, still very good with 17 going on the job. A.B.'s are still a real rarity around here. Missed three this week on ships in this district.

Steady as she goes,
A. W. Armstrong

NOTICE

Brother Ray Day
Please get in touch with New Orleans Agent, C. M. Rogers, immediately, about an important and urgent matter.

PHILADELPHIA

Philadelphia, Feb. 17, 1941

Editor, Seafarers' Log,
Dear Sir and Brother:—

Well, well, the old clock has ticked again and another election has gone on it's way, so here we are again, giving you the low-down, scandal and gossip on Philly. Quite a few members voted, and showed the rising democratic and militant spirit of this up and coming organization.

Yes, yes indeed, the "OLD BULL LINE KITCHEN BITCH", "Seaweed" went into the USPHS drydock, and from all indications, he must have had a high speed gear attached to him, for he has made the "Losmar," and from all reports, he now has got to have his breaks or brakes fixed, so that he can slow down a little.

The dispatcher, the flying Dago, Arrera, shipped out on the Warrior headed for all points to and from "Jalopi", but when he was told that he was going to China, Japan, and the Islands, he politely informed all concerned (in Italian also) that he could not speak either of the lingoos, and that he'd be darned if the "Warrior" or any other rust-bucket could get him out there. "Oke, then, COASTWISE ARRERA." Better luck next time.

Things are mighty lively around here now. Someone dropped a pin, and three members jumped up and yelled together: Don't shoot, I'll marry your daughter. Jimmie (Take up the slack), Hager was one of the yelpers.

Charlie (I got a motion to make) Lovelace, the aeroplane messman, has finally come home to roost, and now makes and drinks his own coffee. He also has to have a special valet to rub his legs every morning so that he can get out of bed. He will soon be getting that old-age pension, but he only laughs, and states that he had rather be getting an old age pension than carrying a hog rifle.

Casey Jones, the bull-thrasher from south of the Mason-Dixon Line has just come out of dry dock. No Marine Hospitals for him. He insisted on a private ward in a private hospital and we are damned if he didn't get it. Bull-dozing does go a long way even in the City of Brotherly Love. Ask Brother Harry Collins. He and Casey are running a tight race.

All foolishness aside; shipping has been real good. The brothers now demand a packard to take them down to look over the ship before they will take the job.

The S.S. Warrior of the famous Waterman Line has sailed, and boy, oh boy, what a bonus: One dollar a day when you are ten days through the Panama Canal, and then when you are ten days from the Canal coming back, the bonus stops. The SIU has done it again! We lead the way, and the SIU will continue to lead the way in all matters pertaining to the seamen.

Fraternally,
The Three Musketeers,
W.B.B., No. 994
J.F.F., No. 542
H.J.C., No. 496

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

HEADQUARTERS

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P. O. Box 6180 Phone: District 5963

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CREW OF SS DOROTHY WARNS AGAINST RAT

S. S. Dorothy
Newark, N. J.
February 3, 1941

Editor, Seafarers Log
Dear Sir and Brother:

You will find enclosed a letter, a copy of which was sent to the Port Captain of the A. H. Bull S.S. Co., New York, by one Howard Greene, Cadet on the S.S. Dorothy and the S.S. Hilton. You can see the attitude which he takes toward the Union.

I know this man personally, as I was on the S.S. Hilton with him.

While he was on there, he made several remarks about the Union, so in the Port of Philadelphia we held a special meeting Brother Collins, Agent, and Brother Flanigan were present and we voted him off the ship.

On his departure he took a radio that belonged to the wiper, also money and a suitcase from the First Assistant Engineer and several other things which did not belong to him. In a few days he came aboard the Dorothy and made a trip to Corpus Christi and while on there, he borrowed money from several of the fellows, and piled off the ship leaving them holding the bag.

All Agents of all branches should be notified that he is to be taken off any ship that belongs to the SIU of NA. We

do not want this kind of rat in our Union.

Fraternally yours,
D. L. Parker, No. 160A.
Deck Delegate
A. A. Hancock, 202-G.

Corpus Christi, Tex.
December 3, 1940

Capt. M. Williams, Port Capt.
A. H. Hull & Co., Inc.
115 Broad St., New York, N.Y.

Dear Sir:
I have been working on the S.S. Hilton and S.S. Dorothy for six months as engineroom cadet. Up until the last month two wipers have been carried on these ships. During the last month there has been only one wiper carried and I have been doing the other wiper's work. This doesn't give me a chance to learn much about engineering.

If another wiper is not going to be carried, I feel that if I do the other wiper's work I should have a raise in salary.

This request is made on my own initiative as I am not a member of any Union. I would rather not join the Union and am satisfied to work for the company.

Please answer in care S.S. Dorothy, Pier 5, Pratt St., Baltimore, Md.

Respectfully yours
Howard Greene.

New Robin Line Ships Named

Three remaining vessels to be launched in the Seas Shipping Company's \$15,000,000 shipbuilding program of six new vessels for its Robin Line service between New York and East and South Africa will be named Robin Sherwood, Robin Tuxford and Robin Wentley, the company announced. The three others were previously named as the Robin Doncaster, the Robin Kettering and the Robin Locksley, and are due to enter the service some time in April or May. The new ships are to have a speed of sixteen and one-half knots, and are expected to make the trip between New York and Capetown in seventeen days as compared with twenty-six days for the present run on ten and eleven knot vessels.

The Seafarers International Union of North America recently won a sweeping victory in NLRB elections conducted on Robin Line ships.

ATTENTION

Charles McDonald, No. 963
Get in touch with your sister in Norfolk concerning your brother.

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
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Vancouver, B.C.
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Resolution on Dirksen Bill

TO THE COMMITTEE ON MERCHANT MARINE AND FISHERIES, WASHINGTON, D. C.

WHEREAS, a Bill known as H.R. 2662 has been introduced by Representative Dirksen in the U. S. Congress, which has as its object to reestablish government-controlled hiring halls for seamen, and, thereby, to abolish the Union hiring halls fought for by the seamen's unions with so much sacrifice and blood-letting, and

WHEREAS, the Dirksen Bill states as another of its aims that of making the notorious "Fink Book" (Copeland Continuous Discharge Book, which was overwhelmingly rejected by the seamen on the occasion of its first appearance) COMPULSORY, which would be a step in regimenting American merchant seamen and which would establish in effect a labor passport system of the variety found in the totalitarian states, and

WHEREAS, the Bill, in calling for practically 100 per cent manning of ships by full American citizens, would split ranks of the seafarers by excluding from service foreign-born union seamen and thereby leave the American merchant marine short-handed of trained and experienced personnel, and

WHEREAS, the Dirksen Bill furthermore declares that "it shall be unlawful for any maritime employees to strike until after the expiration of thirty days from the date on which they . . . have given their employer" written notice, thus making an attempt to strike for better conditions virtually ineffective, and to all intents and purposes abolishing the constitutional right to strike, in a roundabout manner, and

WHEREAS, Congressman Dirksen has publicly declared his intention of moving in Congress for the compulsory enrollment of all merchant seamen into the Naval Reserve, which would abolish the Union wage scale and collective bargaining, and in effect wipe out the existing unions, and

WHEREAS, the present Dirksen Bill, H.R. 2662, can be considered only as a step in the direction of carrying out the shipowners complete aim of smashing the seamen's unions and reintroducing Sea Slavery on American merchant ships, Therefore Be It

RESOLVED, that the New York Branch of the Seafarers International Union of North America go on record declaring our unalterable opposition to this slave measure and asserting our readiness to fight H.R. 2662, its purposes and its authors as well as any future sponsors of similar measures, to the bitter end. And be it further

RESOLVED, that we take this opportunity to notify our officials of our readiness to back them to the fullest measure of our power in any action necessary to combat and defeat this slave bill, and be it further

RESOLVED, that the Seafarers International Union condemn this Bill as an attempt of the shipowners and their agents in the government to put American seamen into a bondage worse than that of the dark slave days before 1934, and a step toward the regimenting of all American labor, and be it finally

RESOLVED, that the Seafarers International Union bring this assault of the shipowners and their stooges upon the American seamen to the consciousness of the entire American people and that we appeal to all of organized labor throughout the United States to join with us in fighting this vicious, labor-hating Dirksen Bill to the last ditch.

(Adopted by N. Y. Branch, concurred in by all other Branches.)

To All Branch Agents

Dear Sir and Brothers:

Upon request of Agent Steely White, I hereby request all Agents to be on the lookout for one **Walter Charles Bullis**, who was issued Permit No. 3538. His permit is to be picked up, revoked and sent to Headquarters.

Please instruct your Patrolmen to also be on the lookout for this man and have his permit picked up, revoked should they come in contact with him.

In order that a checking record can be accurately kept here at Headquarters on all permits revoked, I hereby request that all Agents, in the future, send to Headquarters a regulation letter accompanying all revoked permits sent to Headquarters, stating therein the reasons why such permit was revoked.

Fraternally,
Sydney Gretcher, Sec.-Treas.

Vickery Holds Merch't Marine Control Likely

Government control of American merchant marine operations through the Maritime Commission to aid "national defense" in the current emergency was regarded as certain by Capt. Howard L. Vickery of the Maritime Commission, in an address before the United States Coast Guard Academy at New London, Conn., this week.

This control, Capt. Vickery asserted, would first take the form of cargo priorities, with ship operators told what commodities they must carry and which goods they cannot take. The next step, he said, would be the requisitioning of merchant ships, although ownership would remain vested in private companies and the vessels allowed to keep their officers and crews. Direct acquisition of ships by the Navy would be a further step, as the need arises.

Capt. Vickery pointed out that the Navy had already acquired twenty-five new merchant ships and fourteen older ones for auxiliary use in the past year.

Far East Crisis Sharply Affects Shipping

With the spread of the European War to the Far East imminent, British, Dutch and Allied shipping in the Pacific took cover in the nearest ports in a sudden move last week. Complete withdrawal of all ships under Allied flags from these runs is a foregone conclusion. American shipping interests prepared to take over all trans-Pacific services this week.

Taking over by American vessels is expected to cut down considerably present inter-coastal and coastwise shipping as well as trans-Atlantic services, which are expected to be handled by the British in the future. Isthmian Lines, operators of ships going to the East Indies, contracted for eight new vessels from the Maritime Commission this week. Similar implementing of merchant fleets is being undertaken by Lykes Brother, Matson Line, President Lines, and American Pioneer. In addition some 37 Danish vessels interned here are expected to be taken over. Orient runs are expected to go to American flag ships exclusively.

There is talk of cargo at present carried by inter-coastal vessels being transhipped overland, in order to avoid an acute shipping shortage, at least until the new 200-ship building program is well under way. A priorities system, to insure adequate shipments of manganese, tungsten, rubber and other raw materials essential to "defense production," is expected to be instituted by the government in a first move toward government control of shipping.

Out of the Mailbag

Blasts Junior Engineers On Waterman Line

Feb. 15, 1941.

From all reports, the glorious junior engineers on the Waterman ships didn't like the new agreement even a little bit. The new agreement, along with a great number of other improvements, gave out the news to all of these licensed stooges that there would be deck engineers put on all Waterman ships to do the deck work, and that means that the glorious juniors will either have to work elsewhere on the ship or get off.

If they were to get off . . . everyone would be better off.

A few years back, all of this particular class of stooges were members of the Union in existence at that time. They were not very good members; just book carriers. When the High Command in Mobile decided that they could save money by having a junior engineer to do the deck work for a fixed wage and little or no overtime; they could also make this aforementioned junior do any work they decided for him to do over any other part of the ship. These stooges left the Union and got their licenses.

One of the unlicensed personnel of the good ship S.S. Panama City spoke to the junnor of that ship one day while he was making the rounds on the winches, and made the terrible mistake of calling him "Deck" . . . The junnor would never speak to that member of the common herd after that.

These juniors, along with all of the rest of the licensed personnel aboard the Waterman ships, can't realize that the Civil War is over and has been over for quite a while. If a man from north of the Alabama state line, known as a "Yankee" to these engineers, happens to ask for a relief, so that he may go home while the ship is in his port, the engineer will ask him why he can't stay aboard and stand his watch, but if the man lives south of the Alabama state line, all he has to do is just throw a vague hint to the effect that he wishes to go home, and he is on his way.

The Union men aboard these ships do not approve of tactics of this sort, but what can they do? They live up to their agreement, but unfortunately, we can inject nothing into the the agreement that will force the juniors and engineers to study a bit, and to learn that the Civil War is over, and that we are no longer Southerners or Northerners—but all AMERICANS. Gulf No. 80.

Thanks S.I.U. Brothers For Hospital Gifts

February 15, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

The men of the SIU and the Coast Guard who were at the Hospital at San Juan on Christmas Day wish, belatedly, to thank the crew of the S.S. Rosario for their kind remembrance.

As the hospital only furnished rice and beans for Christmas dinner, the men were disappointed until members of the Rosario's crew arrived with everything from turkey to cranberry sauce and fruit cake, magazines and cigarettes.

True to the SIU spirit, there was not only enough for the SIU men, but for all the seamen in

the hospital, regardless of union affiliation.

Fraternally yours,
J. J. Clark, No. 2939

A Thought On Aid to England

Baltimore, Md.

February 17, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

I wonder, after we win the war for England, if F.D.R. will send a letter to England and ask that she raise the English seaman's pay, that they give him better living conditions, and that they feed him better, so when she gets back on her feet and replaces all her delinquent shipping, the American Merchant Marine may have a chance in fair competition?

If not, I am cutting my own throat by helping England to win and then a few years later, I can't get a ship because some English ship has taken over that run.

Wilson R. Rutherford,
Atlantic No. 50003

Brass Hats Smear Efforts Bomerangs

(Continued from Page 1)
their report or had no relation to defense.

Of the 100 others, nearly half never affected national defense, and many more were disputes that had been adjusted in conference without a minute's loss of work.

Hillman's office called the attention of Secretary of the Navy Knox to the glaring errors, and it was anticipated he would put out a correction. Knox had signed the original letter to the Senate Naval Affairs Committee, but it was explained he had relied on the Admirals for the data, thus unwittingly misleading Congress.

Labor leaders in the Capital blamed the anti-unionism of the Navy brass hats on the fact that they had never forgiven organized labor for having exposed their pet "M-Day plan" which, under the guise of defense, would have placed such rigid shackles on workers as to turn them into virtual slaves.

—From Labor.

TO ALL AGENTS Atlantic & Gulf District

Dear Sirs and Brothers:

This is to advise you that the permit of one

Charles H. Maxwell, No. P-3337, is to be picked up and revoked and sent to Headquarters the first opportunity you have to come in contact with the holder of same. Please instruct your Patrolmen to be on the lookout for this man. Should they come in contact with him, pick up his permit and revoke the same.

The crew of the S.S. Dorothy has gone on record to have this man's permit revoked; therefore the reason for the above.

Sydney Gretcher,
Sec.-Treas.