

The N.M.U. Leaders Are Blind To Finks

The leadership of the National Maritime Union has not uttered a single peep of protest over the draft weapon given the WSA by "Hoosier Hitler" McNutt. Not only did the NMU sit quietly on the side lines when the rest of maritime labor was battling to keep the draft power out of the hands of the labor-hating shipowners and brass hats in the WSA, but now that the WSA seems to have won—the NMU glosses over this very serious defeat, and with criminal irresponsibility fails to inform its members of the developing threat to the maritime labor movement.

The Feb. 26 issue of *The Pilot* headlines the draft story as follows, "Active Seamen Needn't Report At Draft Board." The implication is, of course, that some victory has been won for John Sailor and that he isn't going to get kicked around any longer. The headline is completely dishonest. While it is true that the seamen don't have to report to the draft boards, they are now in the clutches of the Recruitment and Manning Organization of the WSA. They are now being forced to register with a super-fink outfit which will have full authority to slap them into the army if they act like union men.

But no mention of that by Curran and his coterie.

Ham Head is full of "Keep 'em Sailing" and "Damn the Torpedoes". But there are torpedoes here at home too—torpedoes launched in Washington and aimed at organized labor. Of these Curran has nothing to say.

Curran has a political line which demands the utmost aid for the Soviet Union—and that's OK. But does he think that servile appeasement of labor's enemies at home really aids the Soviet Union?

Does he believe that the American industrialists would send one additional tank or gun to the Soviet Union if he scuttled his entire union and sent the men to fink halls?

If he does, he's nuts.

The American industrialists will send just as much or as little aid to the Soviet Union as they think serves their purposes, and no screaming by Curran, no surrenders and retreats, no double crossing of his rank and file followers, will alter this picture.

Actually, Curran does a great disservice to the cause of Democracy which he claims to champion. No democracy can exist without a strong and independent labor movement, and his refusal to fight the WSA fink campaign certainly aids the foes of unionism.

Curran is long on wind, but in the final analysis he serves as a labor cover for those who hope to see the open shop return to the waterfront.

SEAFARERS LOG

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

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No. 5

MWEB Flouts Unions In New Bonus Chisel

The MWEB is again violating the Statement of Principles under which labor agreed to its establishment. Reflecting the growing anti-labor atmosphere which prevades the various Washington maritime bureaus, the Maritime War Emergency Board has arrogantly handed down decisions which eliminate area bonuses without even consulting with the Advisory Committee which includes representatives of the trade unions.

Not only has the MWEB followed a provocative procedure, but it has performed functions outside of the limited jurisdiction laid down by labor at the time of its formation.

Last month the MWEB handed down Amendment 10 and 11 to Decision 7 Revised. These amendments eliminated long established area bonuses and substituted a new system of port and attack bonuses. The net result, seamen's wages would be cut. This procedure was immediately denounced by the SIU-SUP and it was pointed out that it was the identical move which the MWEB attempted to pull last January and was knocked down.

The SIU-SUP reminded the Board that it was established to mediate disputes between operators and unions and that no dispute on this matter existed. However, the Board proceeded with its directives and the unions sent representatives to Washington in an effort to head off the wage cut.

Secretary-Treasurer John Hawk went to Washington and with SIU-SUP Representative Matthew Dushane, attended the first meeting of the Advisory Committee.

The meeting was a farce. To begin with, two MWEB members, Frank Graham and John Steelman, were not even present. The third Board member, Captain Edward Macauley, opened the meeting but immediately turned it over to a subordinate and left the room.

(Continued on Page 4)

RMO Extends Grip On Seamen; Labor Fears Fink Hall After War

The War Manpower Commission order, giving the Recruitment and Manning Organization power to draft or defer seamen, is now in effect. In spite of the protests of the SIU-SUP, this finky government bureau has won authority to line up the seamen and count out those who

stand firm in defense of their union rights. How the RMO will use this new authority remains to be seen. It will be watched carefully, and any attempt to take advantage of the new power and black ball militant union men, will be fought.

In the meantime the union is not giving up the battle against this directive. Matthew Dushane, Washington Representative of the SIU-SUP, is continuing to meet with WMC officials in an effort to get the order changed and to remove this club from over the seamen's heads.

While the SIU-SUP battles the draft set-up, the RMO began to move in on other fronts and set itself up as dictator of all phases of maritime labor. In a speech delivered on Feb. 27, Marshall Dimock, director of the RMO, said that the RMO had "opened rest homes at Oyster Bay, New York; Bay Ridge, Maryland; Gladstone, New Jersey; Pass Christian, Miss-
(Continued on Page 4)

BULLETIN!

SAN FRANCISCO, Feb. 25

—This morning Judge Edmund P. Murphy of the Superior Court, threw out of court the ill-smelling "Hampson-Prevost Suit" against Harry Lundeberg, President of the SIU. This suit was inspired by Stalinist agents in the National Maritime Union and charged Lundeberg with misappropriating \$150,000 in union funds.

This action wrote finis to the notorious frame-up against Lundeberg which first was attempted in January 1942.



These SIU men have had ships shot from under them one to three times in all parts of the world, and while they survived, 602 of their union's brothers did not. 90 SIU contracted ships have been lost since Pearl Harbor. But in spite of enemy subs and bombers, SIU men continue to deliver the goods to all war fronts.

(Standing left to right) R. C. Ricketts, Steward; Harry Glock, Oiler; J. L. Michaelas, Fireman; E. Aguirres, Watertender; Gus Alm, Carpenter; Robert B. Graham, Ordinary and Reginald Goodin, Cook. (Seated) Anthony McMunn, Oiler; Andrew Lavazoli, Ordinary; Charles Allen, Able Seaman; Phelan Mitthys, Fireman and Carville Councilman, Watertender.

New England Men Get Raw Deal From Phoney Referee

Reasoning that "it is not the policy of the War Labor Board to upset long established wage differentials," and furthermore that shoreside common labor in the New Bedford area was only receiving 45 cents an hour, a WLB referee ruled last week that seamen on the New England Steamship Line were not entitled to the wage increases demanded by the SIU.

The referee was a gentleman by the name of Robert S. Coit, and he handed down one of the phoniest decisions ever to come out of the WLB. His crack about the wage scales of shoreside common labor reveals his complete lack of understanding of the duties and responsibilities of seamen, and that his qualification as a labor referee are sadly lacking.

Coit's decision is full of shipowner figures and reasoning and winds up by denying the seamen every point asked by the union. His complete disregard of the facts presented by the union, and his handing down of a decision that is full of concern over the employer profit rates but indifferent to the living standards of the men, in-

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THE HOBBS BILL

Opening wedge for the threatened anti-labor drive in the present Congress is the so-called "anti-racketeering" bill of Congressman Hobbs.

It has evidently been picked for first consideration as one of the more camouflaged anti-union bills and because all true labor unionists hate racketeering like poison.

But the fact of the matter is that federal and state anti-racketeering laws are already on the books, and all the Hobbs bill does is to eliminate present language protecting legitimate labor activities and to insert language that may be used by anti-labor courts to destroy union organization.

This union-busting bill has been rushed through the House Judiciary Committee without any hearings. Urge your Congressman to insist on hearings and to see that the bill is defeated.

Out of the Focs'l

by

J. L.

The old grey mare of the SIU merchant fleet has finally come to rest in Davey Jones' locker. Many of the brothers remember her when she battled 3 submarines off Norfolk sinking one of them, damaging another—the third submarine beat it. That was the time when the crew got together and donated \$330 to the Navy men for their marksmanship. There is a shell in Headquarters with both the licensed and un-licensed personnel's names attached to it.

On her next voyage she was a little way off Boston when a torpedo knocked off her propeller. Her guns started to pop in every direction and the Coast Guard came out and towed her to Boston. After being repaired, she made the trip to Russia with 2400 tons of TNT in her holds, and she got thru to Murmansk in spite of torpedoes and dive bombers. Three days out of Murmansk on her way home, a torpedo finally got her. None of the crew was lost.

△ △ △

Albert Bernard (Tiny Tim) Moses has shipped out. His shipmate Ernest Tenkanen informed us of the fact, while drinking in a barroom in Hoboken. Kris Hurst and his shadow T. Miller are anxious to see their shipmates get home so they can settle their beef. John King wrote us from New Orleans that he intends to get his ticket soon. Lucas Gurimbalaen, who is Steward aboard a tanker, wants to be remembered to his friends. He has been away over a year at sea. What a payoff he'll have when he returns.

△ △ △

Don Ronan and Arthur Thompson have returned from a six months voyage. Don expects to be married soon. He will be following in the footsteps of Jean Peterson, who was married two weeks ago. Baltimore and Norfolk are busy these days, with plenty of ships in port. The F.B.I. is going to crack down on all seamen who notify their Draft Boards that they're aboard a ship, and then quit on sailing day. So get wise, or you'll regret it.

ATLANTIC AND GULF SHIPPING FOR FEB. 8 TO 20 INCLUSIVE

DECK ENGINE STEWARD TOTAL

SHIPPED	370	258	300	928
REGISTERED	296	285	215	796
ON HAND	474	561	217	1252

Unions Ask More Protection From Submarine War

Greater protection of merchant vessels against the Axis submarine peril, an all-out construction program of high-speed cargo ships, and greatly stepped-up attacks on German submarine bases and continental shipyards were the highlights of an international maritime conference which was held recently in London, England, under the auspices of the International Transport Workers' Federation, it was announced here yesterday.

Representatives of the seafarers of twelve Allied nations participated in the conference which expressed dissatisfaction over the inadequacy of protection of Allied convoys by escort vessels and aircraft, and the apparent inability of the Allied governments to deal with maritime shipping and supply problems in a more aggressive spirit.

The conferees unanimously approved an action program outlining five principal points and demanding that the Allies take immediate steps to put the proposals of maritime unions into practice. The five points are: Greater protection for convoys; organization of special convoys composed of fast cargo vessels, now sailing either alone or with slow-moving ships; immediate building of high-speed vessels for the above purposes; strict vigilance of ships in port and control of the persons allowed to enter docks and harbor areas; offensive measures against submarine bases and shipyards on the European continent.

Charles Jarman, secretary of the British National Union of Seamen and a member of the management committee of the I. T. F., was particularly outspoken in his criticism of the lack of convoy protection. "Our men are by no means getting a fair deal," he declared. Jarman reported that the British Admiralty had assured him "that the safety of Britain's merchant ships and the gallant men serving in them is regarded as a duty of supreme importance," but pointed out that such assurances were hardly enough. "I continue to insist that protection by aircraft and escort vessels is far from adequate," he concluded.

OFFICE UNION RUNS SEAMEN'S CANTEEN

A Saturday night schedule from 7:30 to dawn and entertainment by various celebrities of stage, screen and radio will feature the operation of Canteen 19, for merchant seamen and all members of the armed forces, at 160 5th Avenue, under auspices of Local 19, Social Service Employees Union. The union, an affiliate of the UOPWA, opened the canteen this week.

In addition to regular entertainment, Canteen 19 will also provide recreational facilities, dancing and a reading and library room. All members of the armed forces and the merchant marine are welcome.

REPORT FROM

Washington

By Matthew Dushane

Maritime War Emergency Board:

We set up an Advisory Committee in compliance with the Statement of Principles, and the first meeting of this Committee with the MWEB was held on Feb. 24, 1943.

Captain Edward Macauley, chairman of the Board called the meeting to order and then turned the chair over to Mr. Eric Nielsen, secretary to the Board, and then left the meeting. Frank P. Graham and John R. Steelman, other members, were also missing from the meeting. The meeting had to carry on without any Board members being present.

All the representatives of the Unions felt that this meeting was not what they anticipated and felt that the members of the Board should be present to hear some of the problems that the unions are confronted with. They moved that in the future all members of the Board should be present at the meetings.

The only questions that can be aired out at the Advisory Committee meeting is what will be on the agenda. It will be necessary for the unions to submit their questions ten days ahead of the regularly scheduled meetings, which are the last Wednesday of the month. I advise all branches to write their respective headquarters with any questions they want discussed. In this way the headquarters can then pass them along to the Board in time.

War Manpower Commission:

I have been trying all week to get the WMC to change the directive whereby the RMO is to act as agents for the Commission in the matter of seamen's deferments and time allowed ashore in between ships. As we are the only unions protesting this directive, it makes it very difficult for us to get certain people in the WMC to change this directive. However, I am of the opinion that if the other unions knew of this directive and studied its angles, they would also protest it. The number of the directive is XVIII and the memorandum of Selective Service is number 182. It may be obtained at any local Selective Service board.

I have another meeting scheduled for Monday with the WMC on this directive and we may be able to get some action then.

Office Of Defense Transportation:

There are plans for construction of new barges and tow-boats for the transportation of petroleum products from the Texas fields to the east coast. Also, there is serious manpower shortages in the inland waterways, Rivers, harbors and Great Lakes.

The ODT feels that there may be a need for Federal recruitment and training program and they have requested the opinions of the unions. I have advised the ODT that I will attend this meeting. I would therefore, like suggestions from our members who are acquainted with the manpower problems in these areas.

SUP '43 Election Returns

The official balloting committee of the Sailors Union of the Pacific made its report on Feb. 8, and announced the re-election of Harry Lundeborg as Secretary-Treasurer. The great majority of the incumbent officers were returned with Brother Lundeborg, most of them without opposition.

Following are the SUP officers for 1943:

SECRETARY-TREASURER

Harry Lundeborg

ASSISTANT SECRETARY

John De Rocco

FIRST S. F. PATROLMAN

Max Weisbarth

SECOND PATROLMAN

Lee Barlow

DISPATCHER

John Palazzo

SEATTLE AGENT

Ed Coester

PATROLMAN

Harry Johnson

PORTLAND AGENT

John Massey

SAN PEDRO AGENT

Harlan Snow

PATROLMAN

Louie Cochran

HONOLULU AGENT

Carl Christiansen

NEW YORK AGENT

Morris Weisberger

PATROLMAN

Jack Dwyer

TRUSTEES:

Lee Barlow

John De Rocco

John Lavoie

Harry Lundeborg

Max Weisbarth

Sailors Union of the Pacific Constitutional Changes:

1. The initiation fee shall be \$25, and shall accompany the application of membership, and the dues shall be \$2 per month, payable in advance. In unorganized fields the Initiation Fee shall be determined from time to time by the membership.
2. Upon joining the Union members shall receive a probationary membership certificate which they shall hold for 12 months.
3. Providing increase in officials wages, and \$5 assessment for General Fund to cover such increases and increased taxes and supplies for SUP.

WHAT'S DOING

Around the Ports

PORT EVERGLADES

Attention:

Mr. Westbrook Pegler and
Mr. H. V. Kaltenborn:

I have noticed in your comments on the world news that you often, directly or indirectly, accuse organized labor of holding up the production of essential war materials. Perhaps you are not familiar with the production of these materials. If you are, surely you know that ordnance, munitions, clothing, medical supplies food stuffs are being produced faster and in larger quantities than the brass hats and bureaucrats can devise ways and means to transport them to the areas in which they are needed.

In analyzing your analysis of the news and the manner in which you publish it, it seems that you are quick to exaggerate the mistakes of Labor, yet you are slow to recognize the good accomplishments of Labor. In several cases you have proclaimed to the world that the men in our armed forces were ashamed of the manner in which the people at home were prosecuting the war effort. Recently I talked to several Marines who have returned from Guadalcanal to recover from wounds received in battle. In every case their stories were the same. The news broadcasts and the newspaper columnists have painted such a black picture of strikes, walkouts and food hoarding, that they believed the country to be on the verge of a revolution.

Usually when talking with men just returned from the battle zones, I ask them for their opinion of organized labor, and if they believe labor is supporting them as it should. In almost every case each man has said that he not only believes in organized labor, but that the men in the armed forces are depending on organized labor to protect and maintain the wage and work standards that are part of the American way of life. When

they return home after the war is won, they want employment where they can work under American conditions and earn a decent living for themselves and their families. That is one of the things for which we are fighting.

So, Mr. Pegler and Mr. Kaltenborn, when you are blasting labor and the working man to the public, remember that the laboring man IS the public, and that a large part of our armed forces came from the ranks of labor.

Yours truly,

J. K. Shaughnessy, Agent

SAVANNAH

Shipping has been damn good here in the last couple of weeks. One ship out of Wilmington and one out of Savannah. Am expecting another one out of Wilmington on the 22nd of March and one out of Savannah about the same time.

For the last year it has been brought to the attention of the War Shipping Administration and the Maritime Commission that certain changes on these ships were absolutely necessary due to the fact of the increase of armed guards, they put on these ships the less space there is available for seamen and everytime you bring this matter to their attention they holler there is a war going on. If the sailors don't know there is a war going on who does?

If the War Shipping Administration and Maritime Commission should just forget about this war business for a little while and change the forecastle so that they won't have to pack the sailors into these cubby holes that are called rooms and cause the Company who operate these ships to spend a lot of money and time trying to improve conditions.

Some of these mud-scows that they are building now are worse than those wooden schooners that used to run in the 19th century. These same bureaucrats had better wake up to the fact that this is a

democracy and that a sailor has a right to a decent place to live and also a decent place to keep himself clean.

Hoping that some of those swivel chair warmers read this article so that they can take some action.

Steady as she goes

CHARLES WAID, Agent

BOSTON

A very hectic two weeks! Paid off three ships and crewed up five ships including 3 new Libertys. And the weather these last two weeks! Twenty-two below zero along the docks and a thirty mile wind to boot. For a couple of days I thought I was a polar explorer. Everything finally squared except a few beefs which must be settled down South.

Sam Bayne, former Boston patrolman was in town, a victim of a sub, but looking just as chipper as ever and sporting a great big bearskin coat, a gift from Russia. He's going out again as Steward. Good luck Sam!

Well, there's been a bit of publicity about the heroic men of the U. S. Merchant Marine but evidently Mr. Morgenthau believes they are an exception as they are being taxed 5 per cent more than any other class for earnings made in 1942. As a gesture of real respect this money should be returned to these men who certainly earn it the hard way.

Mr. Eddie Rickenbacker spoke over the radio last week and sounded like a very illiterate reactionary. He squawked like hell about the workers working only 40 hours a week at straight time and squawked still louder about getting time and one-half for overtime work, but boy did he squawk about the President's suggestion that a ceiling be put on earnings of twenty-five thousands a year.

Poor Mr. Rickenbacker may have to take a cut to bring his earnings down to 25 grand a year.

JOHN MOGAN, Agent

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OF NORTH AMERICAN
ATLANTIC and GULF DISTRICT

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New England Men Get Raw Deal From Phoney Referee

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indicates the rankest sort of anti-labor bias.

While Coit is greatly concerned that the shipowner should continue to make a high rate of profit, his decision may in the end react against the very men he is attempting to protect—for the New England Steamship Company may well experience difficulty in finding seamen willing to work under the present rate of pay and working conditions. The SIU has been able to persuade these men to continue manning the boats on the basis that the WLB would review their case and adjust wages. But if Mr. Coit's line is to carry the day—we would hesitate to issue any guarantee that New England could find crews in the future.

We find it difficult to believe, however, that the WLB would uphold the Coit decision. We have prepared a new appeal which will be carried over Coit's head, and we expect that his position will be thrown into the ash can by the National War Labor Board.

The following excerpts from the SIU brief reveal the actual conditions under which the New England men work, and the modest demands upon the shipowners made by the union.

SIU BRIEF

The unlicensed personnel of the New England Steamship Company is fully qualified and endorsed by the United States Steamship Inspection service. The certificates issued by this body to New England seamen as Able Seamen, Oilers, Firemen, Stewards, Cooks and Messmen require the same experience and knowledge as men sailing the Great Lakes or deep sea to foreign countries.

The unlicensed personnel is, therefore, comparable to the ships crews throughout the industry in skill and experience, and should receive a wage comparable to their value to the operator and in accordance with industry standards.

The working conditions and wage scales of the New England line are sub-standard when compared with similar operations of other companies in the maritime industry. The New England boats compare in size and operation to the boats on the Great Lakes. The SIU holds contracts with the Great Lakes operators, all of which are far superior to the contract held with New England.

The following table shows how the scales of the War Labor Board and the New England Steamship Company compare:

	War Labor Board	New England Steamship Co.
Able Seaman	\$178.00 monthly base pay. 44.50 per week for 56 hrs.	\$92.50 monthly base pay. 26.46½ per week for 56 hours three months of the year— 70 hours for nine months of the year.
Oiler	\$178.00 monthly base pay. 44.50 per week for 56 hrs.	\$102.50 monthly base pay. 27.59 per week for 56 hrs.
Cook	\$223.00 monthly base pay. 57.75 per week for 56 hrs. in span of 84 hrs.	\$122.50 monthly base pay 36.11½ per week for 63 hours in span of 84.
Porters	\$138.00 monthly base pay. 34.50 per week for 56 hrs. in span of 84 hrs.	\$70.00 monthly base pay. 20.02½ per week for 63 hours in span of 84.

Not only does the wage scale of the New England line compare unfavorably with that paid by Great Lakes operators, but also with that paid by other New England Coast operators engaged in similar trade. This can be proven by an examination of standard contracts held for such work in this area by the International Longshoremen's Association (AFL).

The New England Steamship Company wage scales are not only substandard when compared with the Great Lakes Contracts, and when compared with East Coast ILA contracts, but also when compared with

(Continued on Page 4)

Seafarers' Log-

HONOR ROLL

CREW S. S. JAMES CAULDWELL.....	\$34.91
CREW S. S. COLABEE	29.07
CREW S. S. BENJ. WILLIAMS	20.00
CREW S. S. DELMAR	19.50
CREW S. S. FRANCIS MARION	19.00
CREW S. S. LAFAYETTE	14.50
CREW S. S. RAFAEL SEMMS	14.00
CREW S. S. BENJ. CHEW	14.00
CREW S. S. T. ROBERTSON	12.75
CREW S. S. JOSIAH BARTLETT	8.70
CREW S. S. ALCOA MASTER	7.00
CREW S. S. PAN CRESCENT	5.35
A. PAGE	2.00
F. E. PHILIPS	2.00
C. F. SALZMAN.....	1.00
W. F. HARDEMAN	1.00
CHARLES McCULLOUGH	1.00

TOTAL\$205.78

MERCHANT SAILORS
JOBS PROTECTED

WASHINGTON, Feb. 4—The House Merchant Marine Committee approved today a bill (HR 133) to preserve the status of merchant seamen as private employees while serving on vessels owned or operated by the Government through the War Shipping Administration.

Practically all seagoing tonnage now is owned or operated directly by the Government with the owners acting only as agents for the Government. Thus under existing law seamen technically become Government employees and have surrendered many of their rights as employees of private industry in exchange for what they consider less desirable privileges.

The committee also approved a bill (HR 131) to provide re-employment rights for persons who leave their jobs to serve in the merchant marine during the war.



This is brother Ben Rosen standing beside his painting which won the \$100 first prize at the USS art show held in New York last month.

RMO Extends Grip On Seamen; Labor Fears Fink Hall After War

(Continued from Page 1)

Mississippi; and San Mateo County, California, in order to take care of seamen in this country."

Has the RMO now become a charity outfit? We were under the impression that these rest homes had been opened by United Seamen's Service—or has the RMO taken that over also?

In the first place there is a recognized Marine Hospital Service under the United States Public Health Service with full and complete equipment and skilled physicians to take care of any condition that might arise among seamen.

Why should the RMO—a government body—which now claims that it has set up these rest homes—be shaking a can to support themselves in competition with a recognized and established Government service?

We are forced to the conclusion that RMO has embarked upon a course of collusion with a group of professional "chariters" who are exploiting the heroism of the American Seamen and using them as a chariot for their cushy jobs.

It's about time to call for an investigation of this racket—since the American Seamen have long since made it clear that they want no charity and certainly want no regimentation from a group of professional bureaucrats and publicity seekers.

It is obvious that the RMO is trying to squeeze into every service connected with seamen. And this is no accident or case of bureaucratic bungling. The RMO is out to build a permanent organization that will continue after the war. It is shaping up into the modern equivalent of the old Shipping Board and its chain of fink hiring halls which reduced the seamen to slavery after the last war.

A step at a time, the RMO extends its jurisdiction and expands its functions. By the time the war ends it hopes to really have the

seamen under its thumb. The progress it has already made in this direction was revealed when Dimock said in his speech on Feb. 27 that in the past nine months his outfit had placed 20,000 men on ships, and it now placing them at the rate of 1,000 per month.

This means that every month 1,000 men are being shipped out of a potential fink hall and have no contacts with the unions. If the RMO plans are realized, this number will multiply many times and (the RMO hopes) the union hiring halls will be vacant.

Dimock's hopes were frankly expressed when he said, "the RMO seems to be on the threshold of responsibility for unified manning of all water transportation."

Each month that passes finds the RMO strengthened and in a better position to combat the unions after the war ends. Much of its progress to date has been due to the fact that the unions were not fully aware of the anti-union character of its program. Now the pattern is clear. All unions must be on their guard and prepared for struggle.

The final show down may not come immediately—the entire fight may be postponed until after the war when an all out effort will be made to smash our conditions. But one thing is now clear—the fight is inevitable.

PERSONALS

ROBERT D. EISENGRAEBER: Contact your draft board at once.
NICOLA SCEARIDIA: Your book has been found and returned to the office of the Secretary-Treasurer.

BONUS BEEF

The West Coast of South America Beef has finally been settled. The crews that made the last trips on the Flomar, Pierce Butler, Benj. Chew, Alcoa Patriot and Alcoa Pioneer can collect their money at Calmar Line, 25 Broadway and Alcoa Line, 17 Battery Place, N.Y.C.

MWEB Flouts Unions

(Continued from Page 1)

In reporting this meeting to the membership in New York on March 1, Brother John Hawk said, "The meeting was pointless. The unions had sent men to Washington to discuss this matter, but there were no Board members present to listen to us. We were left beating our gums to the four walls."

After some discussion among themselves, the Advisory Committee voted unanimously to request the MWEB to withhold the two new amendments until the next meeting of the Advisory Committee so that labor's opinions could be heard.

No sooner had the Advisory Committee left town that the MWEB announced that the two disputed amendments would be effective on March 1.

In denouncing this action, Brother Hawk charged that "this is strictly dictatorship." He announced that the SIU-SUP would immediately protest the flaunting of Union rights.

"This action," said Hawk, "is a challenge to all maritime unions. If the MWEB gets away with it, there is no telling where they will stop."

The entire Atlantic and Gulf membership has endorsed the posi-

tion taken by Hawk, Dushane and the Advisory Committee and instructed Hawk to send to the Board the following protests and resolutions:

March 2, 1943

Maritime War Emergency Board
Capt. Edward Macauley, Chairman
Dr. John R. Steelman
Dr. Frank P. Graham
Washington, D.C.

Gentlemen:

The Atlantic and Gulf members of the Seafarers International Union went on record March 1, 1943 to condemn the dictatorial action taken by your body in handing down Amendment 10 and 11 to Decision 7, Revised, without consulting the Advisory Committee.

This union passed unanimously the following resolution:

"We, members of the Atlantic and Gulf District of the Seafarers International Union, protest the arrogant action of the Maritime War Emergency Board in handing down Amendment 10 and 11 to Decision 7 Revised, without consulting the Advisory Committee as provided in the Statement of Principles.

"We fully concur in, and endorse the action of the Advisory Committee in protesting this high handed procedure.

"We demand that the MWEB immediately call a meeting, attended by all members of the Board, at which the Advisory Committee will have an opportunity to present its view on the Amendments 10 and 11 to Decision 7 Revised.

"We further demand that in the future the MWEB meet with the Advisory Committee and consider its opinions before handing down any new decisions, or amendments to existing decisions."

I would like to point out that this Union's position relative to the powers granted the Board was clearly outlined in my communication to the Board dated January 12, 1943 when we opposed Amendment 9 to Decision 7, Revised. These latest amendments are, in our opinion, the same as Amendment 9—outside of the jurisdiction of the Board and constitute a clear infringement of the Statement of Principles.

May I emphasize again that the Advisory Committee was unanimous in its motion to withhold Amendments 10 and 11 to Decision 7, Revised, until we had an opportunity to present our view to you.

Your flouting of this request reveals the attitude of a dictator and constitutes a grave threat to all waterfront democracy and trade unionism.

Very truly yours,
JOHN HAWK

New England Men Get Raw Deal From Phoney Referee

(Continued from Page 3)

SIU contracts held with companies performing the same services as that performed by the New England Steamship Company. To prove this, we enter as exhibit No. 4 the contract held by the SIU with the Frelitew Southern Corporation.

In view of the above evidence and exhibits, the SIU is asking that the New England Steamship Company conform to the standards already set in the industry. The Union is not asking that the New England line meet the scale established on the Great Lakes, nor even that established by the ILA. The Union is only demanding that the New England Line eliminate the most obvious and unjust differentials in the following manner:

1. Increase in the monthly scale of wages for all unlicensed ratings of \$40,000.
2. Overtime increase for all ratings of 10c per hour.
3. Increase in hourly pay for all ratings to \$1 per hour.
4. Contract heading Deck Department Section 2 to read:

"Eight hours shall constitute a day's work. Any work performed in excess of eight hours, from midnight to midnight, shall be paid for at the regular overtime rate. Second mates, Boatswains and deck hands shall work eight consecutive hours per day based on the three watch system."

△ △ △

In addition to these arguments, the SIU presented wage exhibits in the form of ILA contracts throughout the New Bedford area covering over 70 operators. All exhibits proved beyond question that the men on the New England boats were being paid far less than the prevailing scale for like work in the area.

And to this, Mr. Coit blandly replied that "it is not the policy of the War Labor Board to upset long established wage differentials." If this is the case, then labor was defrauded when it was persuaded to give up the right to strike and depend upon the WLB for adjustment of wage inequalities.

Coit, in denying all of the union demands, makes much of the fact that New Bedford is a low wage area. What sort of finky reasoning is that? If the men have received starvation wages in the past, under Coit's logic they should continue to receive them for the duration of the war.

The SIU has prepared an appeal which will be forwarded to the War Labor Board this week. The Union will demand that the full board review Coit's outrageous decision and take a position so that the seamen will know just what sort of a deal they can expect in the future.

Shipowners Give MMP Run Around In Pacific

Powerful West Coast steamship interest were accused this week by Captain J. J. Delaney, president of the Masters, Mates and Pilots of America, of renegeing on their promise to make use of mediation machinery set up by the government for the settlement of disputes.

Unless these shipping magnates end their defiance of Uncle Sam in wartime, their tactics may provoke a strike of 1,500 Pacific Coast members of the union, Delaney warned.

"Some time ago representatives of the shipbuilding industry and maritime unions agreed upon a no-strike, no-lockout policy," Delaney said. "An agreement was reached also on creation of a Maritime War Emergency Board to adjust controversies, the board's decision to be final.

"Recently, our West Coast locals made a request for an increase in salaries of licensed deck men, to bring their scales up to the levels prevailing on East Coast ships," Delaney said.

"We got nowhere in negotiations with the Pacific-American Steamship Association, which represents all the companies on the Western seaboard. Then we sought to have the issue adjudicated by the Emergency Board, but the association through its counsel, Gregory Harrison, refused to go along with this procedure, thus plainly violating wartime pledge.