

**SECURITY  
IN  
UNITY**

# SEAFARERS LOG

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



VOL. II

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No. 20

## Debunks "Pilot's" Wail on "Unity"

### SIU Man Illfied In Georgetown Hospital

The Union has received the following communication from members of the crew of the S.S. Brush, dealing with conditions on which action has been initiated by Headquarters at Washington, D. C. The letter tells the facts with sufficient eloquence, so that additional comments are made unnecessary:

The following is a report on the conditions and treatment experienced by a brother member, James Kelley, Gulf No. 17, in the Public Hospital at Georgetown, British Guiana.

#### A Message to the "Brush"

On October 27, 1940, while at Georgetown, a message was delivered to the engine room of the "Brush" in which Kelley requested a visit. At 7:30 P.M. a delegation of five members of the crew of the S.S. Brush visited Kelley and from his statements it appears that about 17 days previously, while aboard the "Sarcocixie" at Mackenzie, he suffered a burn on one instep while helping to extinguish a fire in the stewards' room. Through neglect and lack of proper treatment following the injury the foot became infected and three or four days later, when the ship reached Georgetown, blood poisoning had developed and Kelley was removed to the Public Hospital.

#### They Called it a "Diet"!

His diet for breakfast and supper consists of two slices of bread with butter and a mug of tea, while dinner is of rice, potatoes, and fish fried in tallow. The "variation" here is that sometimes the fish is omitted.

He is rebuked for his mild growls at all this by the Lord's local representative and is told

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### New Draft Regulation For Seamen

According to new regulations issued by C. A. Dykstra, national director of Selective Service (draft), the previous ruling allowing seamen subject to conscription to sail unhampered is no longer in effect.

Henceforth, all seamen of draft age sailing for foreign ports must first obtain permits from the local draft boards before they are allowed to leave the country.

### CIO Longshoremen Demand Bridges' Resignation

Joining the Seattle longshoremen (Local 1-19 ILWU-CIO), two other locals of the West Coast dock-wallopers have gone on record demanding the resignation of Harry Bridges as President of their organization. They are Local 1-73 and the Reconditioners' Local.

Meanwhile, it has been announced that Northwest ILWU locals and the Tacoma International Longshoremen's Association (A.F. of L.) have scheduled joint conferences to discuss common action on the question of hours, wages and working conditions.

Among West Coast longshoremen at least, it looks like the unity which the Communist Party and its array of Bridges stooges have been shouting for, but obstructing at every step, is actually beginning to be put into practice.

### Aluminum Line To Expand Shipping

The Alcoa Steamship Company (Aluminum Line) announced this week that the line's services are going to be expanded to meet increasing demands for freight space.

The line, formerly known as the Ocean Dominion Steamship Company, is now building seven (7) new freighters in West Coast shipyards and on the completion of the building program will have twenty-one (21) ships in use.

Beginning with the departure of the S.S. Brush on November 29, it was announced in the Alcoa offices, the line will have a weekly sailing to Bermuda, St. Thomas, St. Croix, Antigua, Guadeloupe, Martinique, St. Lucia, Trinidad and Georgetown, British Guiana. The ships on this route will call every fortnight at St. Kitts, Dominica, Barbados, St. Vincent, Grenada and Paramaribo.

The new freight schedule is the result of increased traffic expected from the leasing of bases to the United States by Great Britain in Bermuda and the other ports of call in British possessions mentioned above.

In addition to the New York service announced, Alcoa will also have a fortnightly service from Baltimore and Norfolk to several of the same ports, beginning with the departure of the S.S. Point Chico from Baltimore on November 28 and from Norfolk on November 30.

Two additional fortnightly services from Gulf ports are also to be established, one operating from Mobile and New Orleans to LaGuyara, Venezuela, Curacao, Aruba, Trinidad, Barbados and Paramaribo and the other from the same ports to Kingston, Port au Prince, the Dominican Republic, Guadeloupe, Martinique, Georgetown and Paramaribo. This service is to start operating on the new schedule next month.

### Crew of "Pipestone County" Kicks In Good Sum for 'Log'

The crew of the S. S. Pipestone County blew into port this week and donated the grand sum of \$21.25 for the Seafarers' Log. That's the spirit for militant SIU men and an example for other crews to follow.

### Record of Sell-Outs Shows Fakery Behind Curran Cry For "Unity on War Bonus"

By John Hawk

In the NMU "Pilot" of November 15, 1940, there appears a statement by the "National Officers" entitled: "Need Unity to Get War Bonus." As usual, this new outburst of the "top fraction" is full of crummy lies and distortions and fakery. There can be no better answer to this bunk than a review of the actual record. The facts speak for themselves.

#### Facts, Not Lies

The following is a resume of the NMU's so-called "unity" tactics from the beginning of the war bonuses on the Atlantic Coast to date:

At a meeting of the shipowners and different maritime unions of the Atlantic Coast at Washington, D. C., in the fall of 1939, the officials of the steamship companies expressed willingness to pay the seamen 33 1/3 per cent bonus on ships running into the war zones. Both the NMU and the SIU representatives declined to accept the offer of 33 1/3 per cent and held out for a much larger war bonus. The meeting recessed for luncheon and on reconvening, the shipowners immediately withdrew their offer of 33 1/3 per cent and reduced it to 25 per cent of the monthly scale of wages. This offer of 25 per cent was emphatically rejected by the representatives of the SIU of NA and was accepted by the NMU representatives.

RESULT: NMU ships started sailing into the war zones for 25 per cent bonus! This action of the NMU established the 25 per cent war bonus.

#### SIU Resorts to Action!

The United States Lines contemplated time-chartering the S.S. St. John and S.S. Acadia of the Eastern Steamship Company to evacuate Americans from Europe. On hearing that the crews of the S.S. St. John and Acadia held meetings aboard their respective vessels and voted to strike for a higher war bonus, the U. S. Lines immediately chartered the S.S. St. John and Acadia on a bare-boat charter in order to bring the vessels under the jurisdiction of the NMU, thereby using the "unity" wailers to defeat the demands of the militant SIU crews for a larger war bonus.

The reason for the United States Lines not following through their original intention of chartering the S.S. St. John and S.S. Acadia on a TIME charter was obvious. For, had they done so, the SIU would have had the jurisdiction over the manning of the ships and would have tied them up to the dock to obtain their demands for a greater war bonus than the measly 25 per cent.

#### NMU Serves Purpose of Shipowners

Though the rank and file of the NMU were aware that all was not "kosher," their silver-tongued of-

ficials lied to the membership in order to cover up their sell-out tactic by telling the NMU membership that they were making inroads to take over all ships of the Eastern Steamship Company from the SIU. The scabby tactics of the NMU officials served the shipowners' purpose, but—when the S.S. St. John and S.S. Acadia returned from the war zones and went off charter, they were restored to their regular coastwise runs under the management of the Eastern S. S. Co. and again under the jurisdiction of the Seafarers' International Union of North America!

#### Fink Policy Repeated

Again in the fall of 1939, an SIU crew of the Robin Adair refused to accept the 25 per cent war bonus and went on strike for a larger bonus. A picket line was immediately established and again the scab-herding tactics of the NMU officials were shown when they accompanied a fink crew through the picket line and sailed the ship to South Africa for a 25 per cent war bonus.

The "top fraction's" wail is "Unity." Unity for what? Finking!!!?

#### On Mediterranean Run

In May, 1940, the SIU secured war bonuses amounting to \$50 per month on all SIU ships running into the Mediterranean from

(Continued on Page 2)

### Vultee Aircraft Strike Settled As Lines Hold Tight

The week-old strike of the Vultee Aircraft Co. employees at Downey, California, seemed well on its way to a settlement last Friday, when new obstacles arose.

The strikers, engaged in a battle with a company which tried to prevent wage increases on the ground that it was producing airplanes essential to "national defense," had already obtained a hike in pay, when the employers demanded that a two-year "no strike" clause be put in the agreement.

The union said no soap to the "no-strike" proposal. After a hubbalo in the press, and even intervention by the brass-hats, the strike was finally settled this Tuesday with union lines holding tight.

### Curran, the Bonus and Unity

(An Editorial)

It took the sinking of the City of Rayville—manned by a National Maritime Union crew—and the pressure of the steadily mounting gains in this respect made by the Seafarers' International Union, to wake up Curran and Company to the gross inadequacy of the Bonuses paid to American seamen on war zone runs.

#### Kept Silent Up to Now

In a long "Statement by the National Officers"—it is as long as it is full of lies—the gang of misleaders at the head of the NMU finally take notice of this question, after maintaining an absolute silence on it in the pages of the Pilot for months.

In issue after issue of the Log, we have reported one gain after another made by the S.I.U. on the war zone run bonuses: first, the rise from 25 per cent to 33 1/3 per cent; then, the dollar per day increase. And only now do we hear the first intimations from Curran and his

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HARRY LUNDEBERG, Acting International President  
110 Market Street, Room 402, San Francisco, Calif.

ADDRESS ALL CORRESPONDENCE CONCERNING THIS  
PUBLICATION TO:

"THE SEAFARERS' LOG"  
P. O. Box 522, Church St. Annex, New York, N. Y.  
Phone: BOWling Green 9-3437

## Curran, the Bonus and Unity

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clique about the inadequacy of the bonus provisions on NMU boats—on which seamen get the old 25 per cent long surpassed by the S.I.U.

### Their Phoney "Excuse"

When they are finally blasted out of their bureaucratic torpor by the grumblings of their own rank and file watching the S.I.U. gains and shocked into expressing themselves by the fate of the City of Rayville, what do these professional betrayers of the seamen say? They say: If WE have failed to get you rank and file NMU men increases in the bonus similar to those obtained by the S.I.U.—BLAME IT ON LUNDEBERG!

In other words, blame it on the S.I.U.! Lundeberg and the S.I.U. DID get bonus increases for the seamen in the S.I.U.—even these adept liars and falsifiers cannot deny this FACT. So what charge remains to be hurled at honest officials who get action for THEIR rank and file? They didn't get the same increases for the rank and file of the NMU! But that is precisely what you, Curran and Co., were elected to do! That's YOUR job!

### Conclusions for the Rank and File

The conclusion that the NMU membership ought to draw from this kind of argument is that their officialdom can't cut the mustard. If Lundeberg and the SIU can and do produce the goods—and if the NMU rank and file want to derive the same benefits—then the logical thing for them to do is to clean out Curran and Co. and proceed towards joint efforts which will improve conditions for ALL seamen.

"The NMU will fight to get the best it can for its membership," says the Curran statement on the war bonus problem in the Pilot of November 15, 1940, page 12, "BUT . . . The shipowners will wind up with the best of the bargain again, on both coasts."

### An Admission of Incompetence

What an admission of incompetence and helplessness! Even when they are shocked into getting off their cans by the pressure of S.I.U. action and by such incidents as that of the City of Rayville, these "leaders" tell their rank and file that their "action" on its behalf can achieve nothing, but that "the shipowners will wind up with the best of the bargain!" In other words, they ADMIT that they can't cut the mustard!

And then these bankrupt incompetents have the nerve to holler about Lundeberg and the S.I.U. obstructing unity among the seamen and playing the game of the shipowners! Those who do nothing to get increases for the seamen, but fold their hands—they are the ones obviously that play the game of the shipowners. That's what the shipowners want.

The men who sail the ships want action. When those among them who are in the NMU set about to get that action—despite the misleadership of the Communist Party stooges at their head—they will find the S.I.U. only too ready for unity, for one common front of the seamen against the shipowners.

### The Real Road to Unity

That's the lesson to be learned in comparing the records of the S.I.U. and the NMU on the bonus question. You fight the shipowners by FIGHTING them for improvements, not by lying down on the job.

Lundeberg and the S.I.U. have been DOING THE FIGHTING. Curran and Co. have been doing the lying down on the job.

Is there any question that the NMU rank and file and the SIU have a common cause to unite them—against the shipowners as well as against the C.P. stooges in Curran's office?

Nothing that "No-Coffee Time" Joe and his string-pullers do can prevent that common cause from making itself felt. That's where the road towards unity of all seamen lies. That's what will bring about the one big militant union of the seafarers.

## Debunks Pilot's Dangerto Seamen in New Draft Rule

(From West Coast Sailors)

A serious threat faces the seamen in the new ruling issued by C. A. Dykstra, national director of Selective Service, which makes necessary that all seamen before sailing out of the country to any foreign port must first receive permission from their local Selective Service boards.

Unlike other workers, once a seaman sails, constant tab on his whereabouts can be kept without any trouble. Should he at any time be called for service, his availability can always be controlled even if he is somewhere out at sea. The very worst that could happen would be several weeks delay in his reporting in.

But such a superficial inconvenience—even assuming it would be such to the local Selective Service boards—is incomparable to the injury that will be caused the seamen by this latest Dykstra decision. As an example of what may and undoubtedly will happen is the following case in point. And it is not a hypothetical one either.

A ship is due to sail within a few hours and several of the men have thrown in their books for the job. Before they can be cleared they will have to get in touch with their draft boards and get the necessary permission. It is highly questionable if the red tape procedure that is part of the routine of such boards could be expedited sufficiently to allow the applying seamen to get cleared in time to make the boat. It is clearly conceivable how this ruling will interfere with the employment of a great number of seamen who may be urgently in need of work.

Another phase of the Selective Service law which threatens to be viciously harmful to the maritime unions is the matter of a seaman's deferment. If the newspaper reports are correct, the captain of a ship will have final say-so as to the indispensability of the members of the crew.

Such an arrangement is obviously too vulnerable to the legitimate charge of being a potential black-list menace and susceptible to anti-union action for even the government officials to deny.

The members of the maritime unions must take action at once to see that these serious dangers are immediately corrected by the government.

## SIU Man Illfed In Georgetown Hospital

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he should return thanks that he is not 'ome in London "where he should be, fighting for 'is country." (But since he is an American, this fallacious reasoning does not apply.)

### The U. S. Consul—"Out" to American Seamen!

The U. S. Consul, one Mr. Boswell, is as elusive as a puff of smoke, according to Kelley. This delegation, calling at the Boswell residence in Kelley's behalf, was told by the neighbors that "His Excellency" was out dining and dancing and that the hour of his return was problematical indeed. All this in spite of the fact that all the house lights were on and his car was in the garage.

A committee from the "Coellda," which docked the next day, had a similar experience.

### No Clean Bandages

Compared with sanitary conditions in the USPHS hospitals, the ward Kelley in was filthy, and the appearance of the bandage on his foot bore out his statement that it is used over and over again.

The food might be tolerated if that were all that was obtainable, but some local hanger-on or employee of the city often shares his

meal with Kelley, is living on the fat of the land at a cost of \$1.25 per day.

Now, since any one of us may find himself in the same predicament with no one to whom to appeal for aid, it seems that someone with authority, by any means at his command, should establish the status of the American seaman at Georgetown, and with Consul Boswell in particular, and find out whether he is to be accorded his rights as an American citizen and seaman, or whether he is to be treated as a pauper and not as a deserving pauper at that.

Fraternally yours,

F. R. Berry, No. 504

Clarence E. Norman, No. 987.

\* \* \*

The union's representatives at Headquarters are now looking into this matter and taking it up with the proper authorities. This is not a matter of just one individual brother. It is a matter of whether American seamen are entitled to the services of American diplomatic representatives in foreign ports. It is a matter of providing for ACTION in the case of seamen in distress when they are away from home.

## In Memoriam

**R. T. O'Connell**  
Died in U.S. Marine Hospital  
at Baltimore, Md.  
November 15, 1940

**R. Christiansen**  
Died in U.S. Marine Hospital  
at Baltimore, Md.  
November 17, 1940

(Continued from Page 1)  
the date of signing on to the date of paying off, while the NMU officials who are now waiting for unity, were sailing all their vessels on the same run for \$30 per month bonuses.

### On Lundeberg: Facts

Another example of the noble NMU officialdom's "unity" intentions: While Lundeberg of the SUP was successful in backing up his membership to obtain war bonuses amounting to 100 per cent increase in wages or \$165 a month and 100 per cent increase in overtime amounting to \$1.60 per hour for his organization's ships running to Scandinavian ports, the NMU "top fraction" advised their crews to be satisfied with the magnificent sum of \$40 per month and their usual, under the scale, rate of overtime pay at 70 cents per hour!

### Another Example

Still another example of the NMU (No More Unity) leaders' tactics: The SIU crew of the S.S. Algic of the Robin Line went on strike last July for a higher war bonus than 25 per cent on ships running to South Africa. This action forced the shipowners to increase the bonus from 25 per cent to 33½ per cent, while NMU ships chartered by the Robin Line, and sailing from the same piers, signed on for 25 per cent and are still signing on to this present day for 25 per cent, although all SIU ships on the South African run are signing on for \$1 a day war bonus from the day of signing on articles to the day of paying off.

### The Pay-Off

And your NMU "National Officers" have the brass to come out with a pack of bare-faced lies and pleas for "unity" to other maritime unions in the "Pilot," while their record shows they are knifing the efforts of the rank and file of all maritime unions to obtain better bonuses and conditions in general.

### What's in the Wind?

By the way, Messrs. Curran, Smith, Stone, Myers, McKenzie and Lawrenson: Are the shipowners going to throw you another bone with which to "appease" your membership by granting you a "raise" in the war bonus to equal those already obtained by the SIU and SUP as they did in the past, when they granted the \$10 increases in wages, but denied the ten cents per hour increase in overtime? A very nice concession to boast about on the part of such militant rank and file leaders of such a great, big union hollering for unity.

Nice going! And no explanation asked by the rank and file?

## Aluminum Company Plant Struck In Pennsylvania

About three hundred and fifty employees of the Aluminum Company of America walked out of that firm's New Kensington, Pa., plant last Thursday. The plant, a sheet mill, was said to be working on "lots" of aviation and others "defense" orders.

Over 700 employees were affected by the International Union of Aluminum Workers' walk-out. 7,500 more stand to be thrown out of work if the strike continues without a settlement. The union's demand is recognition.

## Seafarers' Log Honor Roll

S.S. DEL ORLEANS (Steward Dept.)	\$ 8.65
S.S. SEATRAN HAVANA	6.85
S.S. CAMOR	5.50
S.S. CARRABULLE	6.45
S.S. CATAHULA	3.50
S.S. MANUELA	2.40
Vincent Magee	1.00
S. David	.50

Total .....\$34.85

What's Doing—

# Around The Ports

## MOBILE

Nov. 23, 1940.

Editor, Seafarers' Log  
Dear Sir and Brother:

Things have been running along about the same as usual here in Mobile the past couple of weeks. Shipping has been fair in the three departments but we expect it to pick up in the very near future. The S.S. Davenport of the Alcoa S.S. Co. is due to take a crew on or about the first of December. It is rumored that she will ply between Mobile and West Indian and South American ports. This Company will gradually build up the number of ships sailing out of Mobile for West Indian ports to about twenty.

Monday the Elwyn C. Hale of the Alcoa S.S. Co., came in and paid off. There were the usual beefs for reconditioning quarters but not many overtime beefs. We shipped about nine men on her in the three departments.

It has been quite a while since we had a Far Easter in but we expect the S.S. Yaka in about the last of next week. She will probably ship a few men here. The Coast and Puerto Rican ships have been fairly quiet on overtime beefs lately. Maybe it is the quiet before the storm.

Last week at the regular business meeting of this branch, the committee elected to negotiate an agreement with Waterman made their report. We submitted the contract that we had drawn up and the members accepted it with a few minor changes and adjustments. At the present time the agreement is being typed up for distribution to the other branches for rejection or approval. After that is when the tough work will start. I'm not a prophet, but I can say that this contract will be a great improvement over the existing one.

At the present writing we have on the beach here about eighty men registered in the three departments. When the S.S. Davenport takes a crew it will really knock a hole in that figure.

Last but not least I'd like to remind any man who is in the habit of failing to pay his debts that he is working a hardship on his fellow Union brothers. What I mean by that is the fact that some men are in the habit of getting Agents and Patrolmen to get a meal ticket or a room for them while they are on the beach and broke. None of us mind helping a man when he is down, but when he leaves you holding the

bag with a room or meal ticket to pay for, it makes you leary of the next one. The reason for this tirade must be apparent. I got a Union brother a meal ticket here about two months when he was broke, with the promise that he would pay just as soon as he shipped out. Well, he has shipped out several times since then but he hasn't paid yet, so I guess I'll be the goat this time. Fellows, think this over and meet these obligations as they should be met.

That's all for this week.

Fraternally yours,  
Robert A. Matthews,  
Engine Patrolman

## TEXAS CITY

Nov. 17, 1940.

Editor, Seafarers' Log  
Dear Sir and Brother:

A fairly busy week. Shipping has slowed up some, but the weather was the cause of that. Now that we are over the cold snap, shipping will hit its stride again.

I'd like to at this time thank all the gang off the Seatrain New Orleans for their cooperation during the recent trouble I had down here. Thanks, gang, it worked out O.K. As long as the representative of our organization can walk aboard one of our ships and the gang respond as these members do, we have no need to worry about the outcome. And this, mind you, without any tincan shaking.

I see by the papers that the head of the C.I.O., who was supposed to resign, is asking the members of the miners for a wage increase. After all, how can you expect a man to get by on any lousy 25 grand a year.

That would hardly keep a coyote from the door, let alone a full grown wolf. What matter if the miners that pay this wage are lucky to make \$25 a week!

Next there will be the ex-Congressman asking for a wage up. Oh, well, some one must prove to John Public that labor can still afford to have publicity hounds as figure heads.

Steady as she goes,  
A. W. Armstrong

November 22, 1940.

Editor, Seafarers' Log  
Dear Sir and Brother:

Three men, all engine, is the sum total of the shipping for the week. When the Seatrain came in Thursday, all hands went to the dock to see what a ship looks like. S'fact, so help me.

We have ruts worn in the road between here and Galveston, looking for something to come in. But look out for next week! The lull before the storm.

See by the papers that the SUP is moving in on the Steamschooner strike on the Coast. This is just one more instance of the difference between a real, democratic union and the dilly-dallying so popular in some quarters. The outlined program of the SUP MEMBERSHIP (note, the membership) goes right to the heart of the matter. Provisions were made to immediately declare all steamschooner cargo hot.

After nearly two months of messing around, the brains (?) of the strike still hadn't got around to this point. Oh, well, just one more case to prove that though the members are not in

## JACKSONVILLE

November 12, 1940.

Editor, Seafarers' Log

At this time of writing, several of us, including Bro. W. K. Atwood, who is sojourning at present in the land of sunshine, are patiently waiting for the few ships that are expected the latter part of this week.

There are only nine members registered on the three shipping lists at present, and if we have a fair turn-over on these scows, I am sure that we will have to go out and "shanghai" a few men off life streets, and give them permits.

We are wondering down in this part of the country, whether our old friend, Joe Curransky, has been elected to that seat in Congress. The reason we ask this is, is that a bill is being introduced in Congress, to put the Merchant Marine under the supervision of the Naval Reserve. That would just fit on Curransky's program. Anything to benefit himself, and not the seamen.

The next time we hear of Joe Curransky will be when he has his name enrolled in the Hall of Fame, as a great benefactor of Seamen.

This is about all for this week, so will see you again.

Steady as she goes,  
Fred Lauritano

## SAVANNAH

Nov. 19, 1940.

Dear Sir and Brother:

Shipping has been fair here in the last couple of weeks. Had the S.S. Ipswich of the Waterman S.S. Co in here and had a few minor discussions in regards to overtime. This question was settled and everything was ship-shape when she sailed from here.

Also sent five men to Charleston to S.S. Margaret of the Bull S.S. Co. Also had the S.S. Cassimir in here, this being one of Brother Collins' flag ships. No beefs aboard at all; everything seemed to run ship-shape. Had four (4) replacements on her. Had to sail one (1) A.B. short.

Also the S.S. Camor arrived yesterday. She was also in good shape. Also the S.S. Steel Worker arrived late last night and sailed early this morning.

Also informed the crew on the S.S. Ipswich that if they had any suggestions to make on the new agreement now being negotiated in Mobile, they should immediately get busy and draw it up and send it into the Committee.

Steady as she goes,  
Charles Waid, Agent,  
Savannah Branch

good standing of the party, not blessed with the advantage of a post graduate course of Commy Blah, they do know how to take care of their own interests. (Scalers, note.)

Also note in the papers that the Naval Reserve is being primed to do what the shipowner couldn't. Now is the time to get ready for this one. It is likely to be a tough one.

As the years roll by, so does the NMU. More and more seamen every day see the writing on the bulkhead and realize the difference between an organization run for and by the members and a dictated policy.

Steady as she goes,  
A. W. Armstrong.

## 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

### DIRECTORY OF BRANCHES

BRANCH	ADDRESS	PHONE
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## BALTIMORE

# News and Views

### Ships for Navy Service--Shrinking Merchant Marine--Draft Questionnaires--Local Beefs

BALTIMORE, Md., November 14, 1940.—Shipping continues average out of this port, with the Dispatcher reporting 46 Deck, 21 Engine, and 15 Steward's department members shipping out during the week. Total registration in all three departments shows 167 brothers now on the beach.

Crewing up of the DELARGENTINO was accomplished without a hitch, and her departure leaves the branch with only two more ships to crew up before the end of the year. Ocean Dominion's WAUKAU, NEW WINDSOR, and POUGHKEEPSIE were towed out of a local yard for a Gulf port, since the jammed condition of the Baltimore yards would have made it impossible for any work to be done on these ships for some time.

#### Ships for Navy Service

Work on the six Robin Line ships, the three Mississippi ships, and the Bull Line's MARINA is progressing but there is no prospect of any of these ships being ready before the end of the year.

The week saw three more merchant ships: the Seakay, Esso Trenton, and Edenton, leave local yards for army or navy service. Esso sailed around fifteen ships from their Panamanian fleet tied up at Solomon's, and the five Baltimore Mail Line ships have been turned over to the Government for transport service.

#### Shrinking Merchant Marine

Transfers and sale of U. S. ships have been so mixed up lately that it might be of interest to the membership to know how these transfers and sales are affecting the Merchant Marine and consequently their jobs. To date, under the Maritime Commission's ten-year construction program, 179 ships have been contracted for and 53 delivered.

Despite this new construction, the Merchant Marine is actually smaller now than it was before the war began. Approximately 115 ships have been transferred to foreign registry with only about 50 new ones added to take their place. In addition 46 ships have been transferred to the Army or Navy. A great part of the present Merchant Marine has been offered for sale, particularly to the British government, by our patriotic shipowners. But evidently the British need for ships isn't as bad as might be supposed, since they are balking at the shipowners' asking price, which is approxi-

mately twenty-five per cent below what it would take to build a new ship. We may expect an announcement from the President shortly, saying that an arrangement has been arrived at where a couple of shipyards with assembly line methods will be built in this country to provide the British with ships at a reasonable price in order that our Merchant Marine can remain intact.

#### Draft Questionnaires

Relatives and friends of members and local draft boards have been contacting this office lately regarding the whereabouts of members. It seems that many seamen are being sent the usual Selective Service questionnaire which, under the law, must be filled out promptly. Where a man is at sea, these questionnaires are, of course, going to the relative or friend listed by the seaman when he registered and causing them a great deal of trouble. To avoid worry and bother to relatives or friends, it is important that all members keep in touch with their folks, advising them where they are; what ship they are on; what company it belongs to; and where they are bound for, so that the relative or friend can advise the draft board where the questionnaire can be sent.

#### Local Beefs

Beefs which have been fairly plentiful around these parts lately necessitated the calling of Port Committees in three different cases during the week. Failure of the respective committees to reach an agreement on a Bull Line overtime beef has made it necessary to call in a conciliator to settle the matter.

The new bonus standard for ships going to the Far East set by the Jean Lafitte case is being applied to ships signing on for that run here without a great deal of difficulty.

## NOTICE

The whereabouts of the following men are desired by A. H. Bull and Co., 115 Broad Street, New York City:

RAY DAY  
G. NOTTING  
BERNARD MOMBOUT

#### ATTENTION!

James R. Lewis is requested to contact his attorney, George J. Engelman, at once.

## 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  
340-B Cambie Street  
Vancouver, B.C.  
Phone: TRinity 2251

# "Tell Me Who Your Friends Are and I'll Tell You . . ."

As is pretty well established by now, Chowderhead Joe was elevated to a CIO vice-presidency at the recent Atlantic City convention in a deal between the real bosses of the Congress of Industrial Organizations—Murray, Hillman et al—and the Communist Party "top fraction." The C. P. boys really wanted Harry Bridges to get the post. Murray and Hillman, who are out to clean them out of the CIO, refused to consider Bridges point blank. However, since their policy is to get rid of the Stalinites in a slow and quiet purge, they agreed to make a "concession" which allows these boys to "save face" and prevented an uproar at the convention. So they agreed to accept Curran instead, who is regarded by them as a more or less harmless stooge for the "top fraction."

As a stooge, "No Coffee Time" seems to be acceptable to nearly everybody. Not only to the C. P. clique, to Hillman and Murray, but . . . to the shipowners as well. Here is what the *Journal of Commerce* has to say about him as CIO vice-president:

"No one who knows anything about it will question Mr. Curran's identification with the left wing of the labor movement. He was the little fellow who led the sit-down strike on the California coast five years ago. . . . However, he has meliowed a lot in his leadership of the NMU. . . . As a matter of fact, there are many steamship operators who will admit privately that they like dealing with Mr. Curran's union very much better than they did with the shake-down artists who ran seamen's unions before he came along. Perhaps, now that he is a full-fledged CIO vice-president, he will find a way to get rid of the real Communists in his organization." (*Journal of Commerce*, November 25, 1940.)

That the shipowners prefer Curran's streamlined shake-down tactics to even those of the old ISU fakers is, of course, understandable. After all, it is the seamen who man the ships who are involved here. For their own purposes, Joe is doing all right by the shipowners—that's what the

*Journal* infers. And that is not at all surprising to us. (After all, didn't he, like most of the shipowners, vote Republican — and boast of it?)

Anyway, everybody seems to expect "No Coffee Time" to do his duty by them; the Stalinites, Hillman and the shipowners. And that's not surprising at all either. "Tell me who your friends are, and I'll tell you who you are," says an old proverb. After looking over Joe's friends, we can easily tell what he is: just a stooge, ready to go down the line for whoever puts on the biggest pressure . . . except, of course, for the men who sail the ships!

## On "Party" Orders Curran Turns Republican

If you didn't catch on to what Curran and Co. were driving at when they issued their statement endorsing the Lewis speech endorsing Willkie, Chowderhead Joe has made it very plain by now. In the Minutes of the New York NMU membership meeting of October 31, Joe is quoted as follows, after being subjected to a terrific barrage from the rank and file on the floor:

"Let's not quibble. . . ."

In order to defeat Roosevelt, if it means voting Republican, you're looking at a Republican now."

So, under orders from the Communist Party, the great leader of the seamen is ready to work side by side with Girdler, Weir, Ford and all the other "friends of labor." He'll do anything, be anything, if the "party" orders it—even a rock-ribbed Republican. And at the same time, he ran on the ticket as an alleged candidate of . . . the American LABOR Party! It all goes to prove that any faker will show his true colors, if the rank and file will put on the heat. And the rank and file turned on plenty of heat on Joe that night.

# Out Of The MAILBAG

## PHILADELPHIA

Nov. 7, 1940.

Well, here we go again, as the vacation season is over, we will get down to some serious writing again.

A lot of water has run under the bridge since the last elections. Now all you members have a chance to vote for the men of your own choosing again. But let me remind you, you don't have to like a man to give him your vote, to elect him to office, as sometimes the fellow that you may dislike is a better man as far as an official is concerned than the other fellow. So don't let personalities get the best of you when you cast your ballot.

Don't be like the guy that said, my father was a Republican and that is good enough for me. Weigh the ability of your candidate. Find out how long he has been going to sea, how he acted while on ships, and if he is in office at the present time, how did he conduct himself when the beefs came up? This and a lot more, you, as a rank and file member, should ask yourself—not merely if he's a god fellow. Good fellowship is a great thing, but it will not settle your beefs.

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Another thing, fellows, let's stop calling this and that guy phoney, as it is a bad thing to say. Remember, in an argument you are liable to say things that you will be sorry for later, and besides this, it also tends to discredit a good man, as often he is not present to defend himself against slander.

Old corn-pone is on the beach for the rest of the winter, as it is about hog-killing time and if we know corn-pone and sweet meat—well, do we have to say any more, Brother.

Well, things are running as smooth as ever here. We voted the Oremar and the Delfino and we are sure that in both cases victory is ours.

Until next time, so long!

The Three Muskateers,  
W B, # 1994  
J F F, # 542  
H J C, # 496

## TEXAS CITY

November 22, 1940.

Editor, Seafarers' Log  
Dear Sir and Brother:

Do you remember the old saw: "Coming events cast their shadows before"?

Do you remember out on the Coast when a member of the SUP got ambitions to become a politician, ran for sheriff in Frisco in '35 or '36? Since then, when he was also an also-ran, he has dropped out of the public eye, ear and mind.

I dimly remember a would-be Congressman in the year of 1940 who is following the same pattern. Of course, there is no comparison between the two men. The one ran and faded—no alibis, no squawk. The other ran, or did he?—plenty of alibis and Lord! the squawks.

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Coming events cast their shadows before.

Do you remember the bonfire to be held on the Capitol steps? Something about fink books, I seem to recall.

Do you remember the crashing of picket lines around halls in New York? Something about fink halls!

Do you remember the war cry:

# Lundeberg's Letter Appointing Gretcher to New Post

San Francisco, Cal.  
October 21, 1940

Dear Brother:

This will be official confirmation of the appointment of Brother Sydney Gretcher, heretofore employed in the Atlantic District office of the SIU of NA, to act as Secretary-Treasurer of the amalgamated Atlantic-Gulf District of the Seafarers' International, until such time as a convention of the Seafarers' International is held.

Brother Gretcher is appointed after a careful study of the qualifications of several Atlantic and Gulf members of the Seafarers' and is made bearing in mind the unqualified endorsement of Brother Gretcher for such post by a majority of the Atlantic-Gulf District officials, which officials have been elected by the rank and file membership of the Seafarers' International.

I will ask each and every official of the Seafarers' International, and the membership as a whole, to give Brother Gretcher their wholehearted support, and may state that Brother Gretcher has been personally known to me for many years as an untiring worker in the interests of the seamen, and particularly qualified to act in the office to which I have appointed him.

Yours fraternally,  
(signed) Harry Lundeberg, Acting President.

By a motion carried at the New York Branch and concurred in by a majority of the other branches, the membership has voted to carry the above letter in four consecutive issues of the Log.

# THE TWO CONVENTIONS

The great hullabaloo about unity that preceded the two conventions did not materialize in a dramatic peace at the gatherings of the Congress of Industrial Organization and the American Federation of Labor last week. The two great labor organizations, meeting at Atlantic City and New Orleans, respectively, did take steps, however, that can lead to a unified labor movement in the near future—practically, without pomp and without theatrical declamations.

John L. Lewis resigned as promised from the presidency of the C.I.O. That his eccentric personality presented unique obstacles to labor unity cannot be denied. But this question has much deeper roots than that of the personalities involved.

When the new C.I.O. president, Philip Murray, said in accepting for that office that he was opposed to a "shotgun unity" dictated by the administration in Washington, he undoubtedly echoed the true sentiments not only of his own rank and file, but of that at the A. F. of L. convention as well. Labor justly feels that setting its house in order is a matter to be settled by itself—settled for the benefit of the toiling masses of the country and not for the benefit of the employers whose anxiety in the matter rests with their greed to derive their super-profits from the new "defense production" program with the greatest amount of smoothness.

Through Murray, the C.I.O. indicated that it would concentrate on organization drives in the industries where A. F. of L. jurisdiction is not involved, such as steel and automobiles. The A. F. of L., on the other hand, indicated that it would adopt a convention resolution repealing the "fight the C.I.O." tax previously imposed on its membership. Practically, these two steps—together with the impending reduction of the pernicious influence of the Stalinite "top fractions" in the C.I.O. unions and the drive against racketeering elements in the A. F. of L. unions—should do more in the way of paving the way for actual unification than a hundred pious declarations by one leading personality or another.

If, in increasing the organization of hitherto unorganized workers—particularly with the present step-up in production and transportation—the two great labor organizations learn to gather strength without engendering new friction among themselves, the old obstacles will recede into the background.

Unity between the C.I.O. and the A.F. of L. is still far from achievement. But a beginning in that direction has been made. In spite of the very many differences that still separate us from the unions in the C.I.O.—differences that must, as long as they are not completely solved, cause considerable conflict as yet to come—such a beginning is nevertheless to be welcomed.

Let's get our men aboard the ships . . . some program to make sailors out of farmers?

into training for the battle of the century. Don't forget!

Do you remember the promises, the slogans, the printer's ink wasted, the hours on cold, dreary days on the picket lines, the abuses and the sell-outs?

Coming events cast their shadows before!

Do you remember, just recently, the argument: the poor, poor shipowners can't afford to pay over \$2.50 more a month and operate? Do you? Sure you do! Then, brothers, it is time to go

And this Naval Reserve is the weapon poor, poor John Shipowner has been pointing for. The means of combating it? We have it: a long, steady pull, the will to hold and gain—not listening to slogans, not individual action, no bonfires, no hysteria—but the usual, united battle front!

The Seagull.

## Resolution on Strike Assessment

WHEREAS, the Seafarers' International Union has proven itself to be a democratic organization for seamen, of seamen, by seamen, and —

WHEREAS, we, the members of the SIU of NA, have proven to the steamship owners that we are a militant union interested only in the welfare of the seamen, and

WHEREAS, we must combat the subversive tactics of the top fraction of the NMU in their sell-outs to the shipowners, and

WHEREAS, we may not only have to combat the NMU but the shipowners as well to maintain what wages and working conditions we have at the present time, and

WHEREAS, no militant union is any stronger than the Treasury of the Union, and

WHEREAS, the Treasury of the SIU of NA is not in any too healthy a condition at the present time, and

WHEREAS, in a long and protracted struggle with the shipowners our funds would be very insufficient to maintain a picket line, and

WHEREAS, we have learned what can be done with any fund if it is not handled properly, now therefore be it

RESOLVED, that we assess ourselves the sum of FIVE DOLLARS (\$5.00) per man to be known as a Strike Assessment for the year of 1941; be it further

RESOLVED, that all monies collected through this assessment shall be earmarked and deposited in a fund to be solely known as the strike fund, which can only be drawn against by a duly elected Strike Committee, and be it further

RESOLVED, that this fund cannot be put up to any bank, loan agency or person as collateral for any loan of any description, and be it further

RESOLVED, that this Resolution shall be incorporated in the general election ballot so that it may be properly voted upon by the membership, and be it finally

RESOLVED, that this Resolution be printed in the Seafarers' Log for three consecutive weeks before being put before the membership for ratification.

(Passed by a Majority of the Branches)