

**SECURITY
IN
UNITY**

SEAFARERS LOG

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



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No. 22

BIGGS NEGOTIATES GULF CONTRACTS; \$10 RAISE -- 90c PER HOUR OVERTIME

A Scab Herder Tries Again

Another move by the Maritime Commission to scuttle direct collective bargaining between the SIU and the ship-owners, and to substitute a form of compulsory arbitration, was smashed last week when the Union won an Iceland port bonus of \$45 from the Eastern Steamship Company.

When the S.S. Norwalk returned from an Iceland run in the middle of October, the operators refused to pay the bonus, and passed the buck to the Maritime Commission. The Maritime Commission in turn requested that the entire controversy be submitted to the National Defense Mediation Board. This is a procedure that the operators have been trying to institute ever since the SIU became a power on the water front.

The Union's negotiating committee, headed by Brother John Hawk, made it clear to the Maritime Commission that it would actively resist such a procedure and that it would insist upon continued direct negotiations with the operators.

While the question of the October trip of the Norwalk has not yet been settled, Eastern is now sailing its ships with a rider providing for a \$45 Iceland port bonus on all future trips.

Again the Maritime Commission's finkey plans have been thwarted by militant SIU action.

N.M.U. Gravy From S.I.U. Militancy

On November 5th the NMU signed a war bonus agreement with the AMMI. The scale is the same as that won by the SIU during its recent bonus strike.

Thus the NMU rides the tail of the SIU and comes in for gravy that it never fought for. Joe Curran yelled "bum beef" and "flukey" when the SIU hit the bricks. Now he comes crawling on his belly to the operators. But the rank and file of the NMU knows who won their bonus for them—the SIU!

Curran's strike breaking yammer cost his men exactly three months' bonus to which they were entitled. The SIU agreements were retroactive to July 8th. The NMU's are retroactive to Oct. 1st.

DEADLINE ON SIU NOMINATIONS MOVED TO NOV. 15

The recommendations of the Committee on Candidates regarding the extension of nomination deadline has been approved by a coast-wise referendum.

This action of the Atlantic and Gulf District of the SIU means that nominations for all elective offices will be accepted up until and including November 15th. Elections will proceed during December and January, and the incoming officers will be inducted on the first Monday in February.

G.B. Receives More Lend- Lease Ships

During the last half of October, Great Britain received five American ships under the Lend-Lease Act, and returned to this country 12 vessels she had borrowed previously.

Of the five ships going to England, two of them were Navy submarines, the others were cargo ships.

The cargo liners were of the fast new design being built by the Maritime Commission. The ships involved were the China Mail of the American Mail Line, the Howell Lykes of the Lykes Brothers' fleet, and the Extavia of the American Export Line.

As a result of this transfer, the total of new American ships given to Britain was increased to seven vessels of 50,901 gross tons.

The Extavia was a special cargo type, designed so as to be able to navigate river approaches. She is 400 feet long and has a beam of 39 feet. She is fast, developing 16 to 18 knots and could outrun most submarines.

It is rumored in maritime circles that because of her speed, the British will use her to transport certain valuable munitions from the United States to Europe.

As these cargo liners were being headed toward war-torn Europe, Britain returned twelve American flag oil tankers which had been used in the British shuttle service.

Britain has indicated that she will return 25 more American tankers during the month of November.

BULLETIN

The SIU negotiation committee, headed by District Representative M.D. Biggs, won new Gulf contracts from the major operators providing for a boost of \$10 in the basic scale and an overtime rate of 90 cents per hour; benefits retroactive to October 24th. The individual contracts will be presented in the forthcoming issues of the *Seafarers Log*

Car Ferry and P&O Agreement

New closed shop contracts to run until August 16, 1942 have been signed between the Seafarers' International Union and two Gulf operators — The Peninsular & Occidental Steamship Company and the Florida East Coast Car Ferry Company. The new agreements afford SIU men many substantial benefits over the expired contracts and raises their rate of pay a total of \$10 per month for most classification. Under the new contract A.B.'s will receive \$100 per month.

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SIU Crew Defends Steward Assaulted by Passenger

Paul Brownfield is a room steward and a Negro Brother in the SIU. He is a good Union man and has been shipping through SIU halls ever since the organization was founded.

From his years at sea he can tell plenty of stories about ship's passengers who think that stewards are nothing but dirt under their feet. Today, however, he has a different story.

On his last trip a couple of beligerent passengers actually attacked him with a water pitcher. But that isn't all. The rest of the yarn is how his Union brothers aboard ship instantly rallied to his defense.

It all began the morning of October 29th. The S.S. Yarmouth was slowly steaming past Quarantine in New York harbor on her return from Bermuda. Bermuda is quite a Society playground these days, and the ship was full of returning vacationists.

Paul Brownfield had twelve rooms to take care of and the job of getting all those passengers packed up and their luggage down on deck in time for the longshoremen to handle, was no easy job.

Ten rooms were packed up OK by the time the Statue of Liberty came into view. Brownfield approached the eleventh room, and ran into trouble.

First he knocked on the door, then opened it with his pass key and went inside. He found there, three men who were no where near packed. Nor did they show any inclination to start packing.

The steward explained to them the situation, and for his pains he received a few assorted curses. He then said that if they didn't pack right away, he might not be able to help them with their luggage because other duties would occupy his time later on.

This remark apparently infuriated the men returning from Bermuda. They must have considered the remark insubordination, or something. Anyway, things began to happen—fast!

One of the men ducked out of the cabin to watch up and down the alleyway; the second man grabbed Brownfield's arms and

(Continued on Page 4)

Torpedoed U.S. Destroyer Proves of Sound Design

While engaged in convoy duty between the United States and Iceland, the Navy destroyer Kearny was torpedoed on Oct. 17. At the time, it was revealed that 11 lives were lost in the attack, but little additional information was available until this week.

Speaking before a Navy Day banquet in Philadelphia, Under-Secretary of the Navy James V. Forrestal, told some of the details of the submarine attack and said that the Kearny had suffered an amount of damage which no other destroyer had ever received and remained afloat.

"The Kearny suffered a direct hit from a torpedo abreast of the boiler room on the starboard side," said Mr. Forrestal, "and the resulting explosion not only opened up that side of the ship, but blew out the deck overhead and part of the superstructure.

"Yet, in spite of this very substantial damage the ship not merely remained afloat but proceeded under its own power to port."

Mr. Forrestal revealed the fact that the Kearny was one of the new so-called "top-heavy destroyers" about which there has raged a controversy as to its soundness of design and ability to meet action tests.

As a result of the torpedoing the Under-Secretary announced

that the design was completely efficient and battle-worthy.

Additional details of the actual design of the ship were revealed the following day by the Bureau of Ships of the Navy Department.

The survival of the Kearny was due to the fact that it had two entirely independent engine rooms and boiler rooms, one set ranged behind the other, as well as extraordinary stability.

According to the official analysis, the power for the ship was generated by two separate plants in four rooms. The rooms were tandem—boiler room, then engine room, then again a boiler room and an engine room.

The torpedo hit the forward (Continued on Page 2)

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Dangerous Precedents

Labor's strength has forced respect these days from even the most reactionary employers. Big business and even the government itself have been forced to grudgingly admit that it is labor's RIGHT to strike.

However, it is one thing to recognize an abstract principle, and quite another thing to accept it in a concrete case.

Take, for instance, the present strike of the West Coast welders. These men have a beef with A. F. of L. officials over union autonomy and have gone on strike to enforce their position.

Now, the seamen have little concern with the welders' beef against the top officials of the A. F. of L., but they are vitally concerned about the disturbing news that the Seattle Selective Service officials have begun to reclassify these men into category A-1.

This means that where the welders were previously deferred from the Draft because of their contribution to "National Defense," now that they have laid down their tools, the government is threatening to send them to war.

THIS IS DIRECT GOVERNMENTAL INTERFERENCE WITH THE RIGHT TO STRIKE.

It so happens that this is an inter-union squabble and is not a good test case for labor to use in combating strike breaking moves. But good case or bad, every union man, regardless of his affiliations, must fight this reactionary tendency with all his strength.

The utilization of the cry of "National Emergency" in order to chisel labor is one of the shabbiest frauds ever pulled on working men. Reactionary employers have been trying to slip this one over for a number of years.

But it comes as a shock to see a government agency up to the same shady tricks.

Seamen must not be blinded by the fact that the welders may have a bum beef. What is involved here is the right to strike. That right must be protected from EVERYBODY!

Speaking of Fascism

Representative Sam Hobbs, union-hating, labor-baiting Alabama Democrat, is out gumshoeing around labor leaders, trying to corner some support for his "concentration camp" bill.

This bill would import into America the Nazi method of dealing with "aliens" and "trouble makers." It would strike directly at the many refugees who came to this country to escape persecution in Europe. Aliens and labor leaders alike could find their way into concentration camps under the broad provisions of the bill.

This Hobbs person, who is now trying to butter-up labor, is the author of the wire-tapping bill opposed by almost every branch of the labor movement. He voted for the May amendment to the conscription act, also opposed by labor, and he supported the Smith amendments to cripple the National Labor Relations Board.

Hobbs claims, of course, that the "national emergency" requires the passage of his concentration camp bill. What "national emergency" REALLY needs is more democracy, not less.

No Ceilings Here

It's pretty tough for a seaman to get a raise in wages. His union has to fight like hell to squeeze it out of the profit-swollen shipowners. If he didn't have a union, he'd never get a boost.

In these days of "national emergency," however, even a pay raise does not necessarily mean a man is better off. Big business has a neat little trick of giving it out with one hand and taking it away with the other—in the form of high prices for the necessities of life.

Not only that but the profiteers try to cover up their tracks by blaming high prices on increased wages. In other words they say, "If you seamen and miners and auto workers can't buy enough food and clothing, it's your own fault for getting such high wages." Sounds screwball, but that's their line.

Last week the Bureau of Labor Statistics of the U. S. Department of Labor, once and for all scuttled this alibi of the profiteers. It published an elaborate report which revealed that practically all the substantial price rises have occurred in commodities where wages were NOT an appreciable factor. The Bureau's study is obviously thorough, and no economist would dare to challenge its findings.

The amount of wages paid a man determines how he and his family shall live. Wages are the measure of his welfare. For most workers it is their only income and their only claim to food and clothing and shelter.

Higher wages mean a higher standard of living for the working people. Higher prices, on the other hand, lower the standard of living and line the pockets of the profiteers.

However much big business may yell that milk and butter and shoes cost more because wages have gone up—we know it's a lot of malarky. Prices have gone up because PROFITS have gone up.

Wages may be the EXCUSE for high prices, but they are NOT the reason.

It's time that Washington stopped talking about curtail-ing wage rises and put those "ceilings" where they really belong—on prices and profiteers.

SUP Paper Blasts NMU's Phoney West Coast Claims

The National Maritime Union has been trying to muscle in on the SUP by claiming to have tied up the tanker seamen on the West Coast. Curran's extravagant and phoney claims are punctured by the following condensation of a story which appeared in the October 24th issue of the WEST COAST SAILORS.

"The claims of the National Maritime Union, which were aired at an NLRB hearing on Friday and Saturday of last week, were proven to be a 100% fraud, and notwithstanding the fact that the Union Oil attorneys battled side by side with Ralph Rodgers, expelled from the SUP, and the attorneys for the National Maritime Union to uphold the NMU claim for complete jurisdiction over firemen, sailors, cooks and

stewards on West Coast tankers, the Sailors' Union of the Pacific representatives were able to prove their claims empty and hollow.

"The one essential fact brought out in the testimony, which is now a matter of RECORD, was the following:

1. The National Maritime Union has never been able to obtain better wages or working conditions for tanker seamen, than

(Continued on Page 3)

U.S. Coast Guard Captain Tightens Labor Restrictions

There are going to be some changes around New York harbor, if Captain John S. Baylis has his way. Baylis is with the Coast Guard and acts as captain of the port. He has made a survey of his domain and has decided that marine labor needs more careful "supervision" so as to prevent sabotage of the docks and other port facilities.

Captain Baylis explained to a meeting of New York firemen and policemen, that millions of dollars' worth of munitions are being loaded and unloaded in New York, and that they were open to sabotage because not enough guards had been placed at the piers.

As far as labor is concerned, he revealed that he has already installed a special permit system for men working munition cargoes. He also revealed that Joe Ryan, president of the International Longshoremen's Association is cooperating with him. To date the Coast Guard has issued permits to 6,000 men which entitle them to pass pier guards.

As Captain Baylis increased his control over waterfront labor, he gave no indication just where he intends to stop. Whether or not he feels that seamen should also be finger-printed and licensed by himself, and whether he considers a picket line as an act of sabotage—he has not said.

More About:

U.S. Destroyer

(Continued from Page 1)

boiler room. Within a minute, the "New York Times" reported, the commander of the Kearny shifted the destroyer's power supply from the wrecked boiler to the second power plant and had his ship under control.

The Kearny was struck by a torpedo on the starboard side abreast the forward boiler room and close to the turn of the bilge, well below the water line.

The force of the explosion not only opened up the starboard side of the ship but blew out the deckhouse above. The forward bulkhead of the boiler room was broken through, flooding the next compartment forward, but the after-bulkhead, although deflected, held firmly, leaving the forward engine room intact.

The ship was completely cut around from the turn of the bilge on the starboard side, two-thirds of the way across the main deck plating, except for the heavy deck edge and side plating on the starboard side.

SEAFARERS' LOG

HONOR ROLL

CREW OF S.S. CORNISH:

Sutherland	50
Lange	50
Sartori	50
Powers	50
Stephens	50
Joerns	50
J. H. Williams	50
Jefferson	50
Washington	50
E. Marshall (1st Mate)	50
H. Schlee (2nd Mate)	50
Marrose	50
Stevens	50
James	50
O'Donnall	50

\$7.50

S.S. ROBIN LOCKSLEY:

C. Albertson	\$1.00
C. Norcott	5.00
W. F. Fleming	\$2.00
T. A. Thomson	2.00
P. Mitchell	2.00
L. Pearse	1.00
S. Moldver	2.00

\$15.00

NOTICE

The following Brothers were aboard the S.S. Raritan between Nov. 30, 1940, and March 17, 1941, and failed to hand in their Social Security numbers. Please forward the numbers to the New Orleans agent, so he will be able to square up the records from the ship.

F. HATHAWAY, Oiler
L. L. OWENS, Oiler
GEORGE O'BRIEN, A.B.
ELDRED BUSHEN, A.B.
HUGH CRAWFORD, A.B.
TURNER LANE, Oiler
WM. J. BLAKELY, Fireman
FRANCIS D. SPLANE, Fire'n
MANUEL REGGO, Cook
JOSE MARTINEZ, 2nd Cook
ISAAC B. NORWOOD, O.S.

Complete Control Of Atlantic-Pacific

Here is the present status of the United States Navy in respect to major vessels of war:

Type	Built	Bldg. Tot.
BATTLESHIPS	17	15
PLANE CARRIERS	7	11
CRUISERS	37	54
DESTROYERS	172	192
SUBMARINES	113	73

Total 346 345 691

Besides these major ships the Navy possesses hundreds of smaller craft, such as torpedo boats, mine layers, etc.

According to President Roosevelt, the projected "two ocean Navy" will be a reality by 1946.

New Contract Wins a \$10 Wage Boost

(Continued from Page 1)

Among the benefits under the new agreement is the fact that initial payment of overtime has been increased from one-half hour to one full hour; meal allowance was boosted from 60 to 75 cents; payment of a penalty overtime hour when one full hour is not given for meals; the payment of one hour overtime in case the ship does not sail at the posted sailing time; and a clause that prevents the licensed officers from doing the work of unlicensed personnel. If such work is performed by licensed officers, the company agrees to pay overtime to the men usually performing this work.

The Union won from the operators both a regular wage increase of \$5 per month and an additional "emergency war increase" of another \$5 per month. Overtime rate stands at 80 cents per hour but negotiations are continuing on both the question of overtime and basic wage scale. The new increases will boost rates for all classifications as follows:

DECK DEPARTMENT:	
Boatswain	\$115.00
Quartermaster	105.00
Watchman	100.00
A. B.	100.00
Storekeeper	105.00
O. S.	82.50
Carpenter	110.00
Cardeckman	100.00
ENGINE DEPARTMENT:	
Deck Engineer	115.00
4th Oiler	105.00
Storekeeper	110.00
Oiler	105.00
Watertender	105.00
Fireman - watertender	105.00
Fireman	95.00
Wiper	82.00
STEWARD DEPARTMENT:	
Chief Cook & Steward	155.00
Second Cook	117.50
Messman	82.50
Utility man	82.50

In addition to the increased pay and better general rules, each department made gains in working conditions. The deck department secured overtime for standing watch over animals and passengers; for going ashore to take lines; for dumping garbage; for cleaning steering engine; using paint spray gun; sounding bilges; and for doing additional work such as overhauling saloons, living quarters, lavatory, washrooms, etc.

Working rules and the duties of each man in the engine department was clearly defined.

The arrangements were ratified by the membership on the last week in October.

The contracts, which mark another milestone in the struggle of Gulf seamen for better wages and working conditions, was negotiated for the Union by a committee under the leadership of Brother M. D. Biggs, Gulf representative of the SIU.

MONEY DUE

The crew that made the last complete voyage on the S.S. Pan Atlantic, which paid off on October 27, 1941, have \$6 due them. Collect at any Waterman Line office.

Pacific Seaman Shows How Curran Puts Ceiling on Wages

Editor, Seafarer's Log
Dear Sir and Brother:

The boys in the NMU are sure getting restless. And no wonder! Many NMU ships have sailed without any riders or bonus arrangement on the articles. The crews are supposed to be satisfied with some stereotyped letter or resolution demanding "Release Browder," or "All-out aid to Stalin and a second AEF in the Caucasus."

The boys don't always go for that stuff and on ships where the crews insist upon a bonus arrangement attached to the articles, the patrolman usually takes a run-out because he is unable to satisfactorily explain what is going on ashore between the Union negotiators (?) and the IMMA.

Officially, as per wire to FDR by Curran on Oct. 8th, the NMU has no bonus agreement. The previous one no longer was valid.

ILA Negotiations Are Deadlocked

Negotiations between the International Longshoremen's Association and the coastwise steamship operators on the question of a pay raise, have reached a stalemate. The operators have rejected the union's proposal that longshoremen's wages be increased 15 cents an hour for regular time and 23 cents an hour for overtime.

Under the agreement that expired on Oct. 31 coastwise dock workers received 95 cents an hour and \$1.42 an hour for overtime. This amounts to 25 cents an hour less than the pay received by longshoremen working deep sea lines. It is to partly eliminate this differential that the ILA has been attempting to obtain increases.

Fifteen thousand longshoremen on coastwise piers between Portland, Me., and Hampton Roads, vents. The dispute is now in the hands of a Federal arbitrator.

More About

SUP Blasts Tanker Claims

(Continued from Page 2)

are paid "voluntarily" by the Union Oil of California.

2. The National Maritime Union does not hold a single contract covering any workers on the West Coast.

3. The National Maritime Union LOST every tanker election they entered into on the East Coast.

4. The wages and conditions for seamen, prevailing on the West Coast, covering all three departments, firemen, cooks and stewards and sailors, under agreement to the Marine Firemen's Union, Marine Cooks and Stewards Union, and the Sailors Union of the Pacific, obtained through bargaining collectively for each department, are the HIGHEST obtained anywhere in the world, and are far superior to any held by the National Maritime Union.

DO NOT SHIP

SUSPENDED FOR 99 YEARS:

Fred Lauritano
William Atwood
Walter Nye

REFUSED MEMBERSHIP:

J. W. Newton
Joaquin Deudone

Until one is secured, the crews can hardly expect to have anything in the articles. If, on the other hand, the bonus is settled on the same basis as the wage and overtime increases, then the rank and file will be in a bad fix.

The NMU rank and file is deep in the soup because the Commissars and their stooges have maneuvered them there. Through their control of the MFOW and the MC&S on the West Coast, the Commiss set certain ceilings on wages and hours. They did this so they could use those conditions as precedents for the East Coast.

The negotiating committee of the NMU repeatedly stated that they would not release any data on negotiations until it was known what other unions obtained. The MFOW ratified and signed an agreement providing for an increase of \$10 in wages and certain amendments to working rules. This was done on Oct. 16th and made retroactive to October first.

The NMU was then able to point out to the IMMA that an increase of \$10 was gained by the Pacific Coast firemen, using that as a means of obtaining the same amount from the IMMA, who had previously offered only \$7.50. This is all OK, except for the fact that the NMU then gave away a lot of working conditions it could have won if it wasn't looking for an easy way out.

The Commissars then bargained for an increase in overtime at the expense of the deck and black-gang between 5 P.M. and 8 A.M. They secured an additional 5c in overtime rates. The wage and overtime increase were agreed upon Oct. 23, effective as of that date.

Briefly, to show what the NMU negotiators gave away to get that 5 cents, listen to the following:

The NMU firemen at sea can be worked at any job anywhere in the fireroom, on day or night watches, at any height above the floor plates—and with no overtime payable. In port the firemen do not receive overtime at any time while on watch if cargo is being worked—unless the firemen work in excess of eight hours. They do get paid overtime for Saturday afternoon, Sundays and holidays.

NMU oilers look after the winches, if cargo is worked, around the clock without payment of overtime unless in excess of eight hours.

The Pacific Coast firemen, on the other hand, have fireroom stations and do certain types of work between 6 A.M. and 6 P.M. while at sea. They work no higher than 10 feet above the floor plates. On day of arrival they get overtime from 5 P.M. until midnight, if no cargo is worked or until 8 A.M. is cargo is worked.

The Oilers are paid overtime for taking care of the winches anytime cargo is worked day or night.

Many more glaring differences could be shown but the above is sufficient to show that the NMU membership is being jerked around.

The Sailors Union of the Pacific has not yet accepted a wage increase because an increase in overtime and certain amendments in the working rules are yet to be thrashed out. However, when the agreement is signed, it will be retroactive to October first on all ships.

The waterfront Commissars have succeeded in establishing a roof, above which the SUP may not go—Curran hopes.

West Coaster.

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DANIEL GINSBERG 1921 - 1941

The New York Branch meeting of October 27 was a long one, and so around 11 o'clock Daniel Ginsberg and Harry Herschkowitz took a brief recess for a cup of coffee. They went around the corner from the Union hall to the Queens Sandwich Shop.

The two of them were discussing Ginsberg's trip to Iceland when a bum by the name of Dominic Tassone drifted into the restaurant. Nobody paid any particular attention to Tassone or noticed a strange wild look in his eye.

Tassone eased past the two seamen toward the sandwich counter. Suddenly he leaned across the counter and grabbed the 14-inch, razor sharp sandwich knife and swung around toward the unsuspecting Ginsberg. With two lightning thrusts he had severed Ginsberg's jugular vein and punctured his lung.

Tassone continued to slash wildly in the air as Herschkowitz attempted to drive him away from the bleeding Ginsberg. Tassone backed away slowly, keeping his knife poised for more bloody work.

Supported by Herschkowitz, Ginsberg staggered out of the restaurant and back toward the Union hall. Before he could get there he collapsed—and died from loss of blood.

Back at the restaurant the murderer was surrendering himself to the police. With the high pitched giggle of an idiot, he admitted that he had never seen Ginsberg before, that he had no grudge against him, but that he had suddenly felt the urge to stab him. The police took him to a hospital for the insane.

Daniel B. Ginsberg, when he was murdered, was 20 years old. He had always wanted to go to sea, but until last year he could never get his mother's consent. When she finally gave in to his pleas, Dan naturally came to the SIU. He knew what the SIU was and what it stood for because his father had joined the union when it was first organized. Old Herman Ginsberg isn't going to sea nowadays, but he still keeps his book which is numbered 221.

"He was mighty proud of the Union," said Herman, with tears in his eyes, after the tragedy had happened. "When he hit the beach after his first trip, he came runnin' up to me and said, 'Look, Pop, see what I got?' He pulled back his coat and showed me his Union button. That was the proudest day of his life."

And nobody has to take just the father's word on what kind of a seaman and Union man Dan was. He shipped less than a year before the assassin cut him down, but in that brief time he showed his mates he had the stuff. No assignment found him grumbling, he always carried his end of the load. At the same time he insisted that the bosses observe the Union's working rules, and not exploit the men.

Dan Ginsberg didn't spend all his shore time in gin mills. He'd drink with his mates, but he had more serious things to do, too. He took his Union obligations to heart and was always one of the first to arrive for meetings and one of the last to leave.

Dan Ginsberg was an honest and militant trade unionist, he had already proved that at 20 years of age. That is no small accomplishment. It takes some men a lifetime to achieve it. Some never do.

EXTEND CHANNEL

The Port of New York Authority has urged the War Department to continue to Port Newark the 35 foot channel which now leads through Kill Van Kull to New York Bay.

New York authorities are supporting Newark's request that the Federal Government assume the

dredging inshore from the pier-head line to the head of the city docks. The present channel depth is thirty feet in the three to four miles between Kill Van Kull and the Newark City docks.

The Port Authority pointed out that the Newark Docks could be used for overseas shipping if the approaches were deepened.

1938 - SEAFARERS INTERNATIONAL UNION - 1941

Last week, on October 29th, the Seafarers' International Union marked its third anniversary. Anniversaries are occasions when stock should be taken of the past and prospectives laid down for the future.

Such a task is an exciting one for the SIU. Few unions have enjoyed such rapid progress within a three year span as has this organization.

Born under the sponsorship of the SUP, the Seafarers' International Union has remained true to its birthright. It has been a militant and progressive instrument used by free and proud seamen who voluntarily banded together to better their conditions of work.

The first year saw the SIU lay the groundwork. A constitution was adopted by coastwise referendum; shipping by rotary system was installed; and the new organization successfully resisted all union busting tactics of its enemies. In all this no step was taken and no move made which the rank and file members did not deliberate and democratically decide.

The second year saw the consolidation of the first year's gains, the stabilization of the union into a compact, fighting organization ready to take all comers — employers or dual unions.

The third year, the one just closed, marked really phenomenal gains. It saw the SIU grow in size and strength until its voice possesses real authority on the Atlantic and Gulf waterfronts.

Today, three years from the date of its birth, the SIU union button is proudly worn by 21,000 seamen. Closed shop contracts have been signed with 25 steamship companies, operating 250 ships running to all ports of the world.

During these three fateful years the SIU has fought for and obtained a minimum increase in basic pay of \$27.50 per month for all classifications. Overtime rates have been boosted 10 cents an hour and as high as 20 cents in some contracts.

With the advent of the second World War the union, ever vigilant

to protect its members, demanded adequate war bonus payments for seamen sailing into belligerent waters. These bonuses run from \$33 to \$80 per month and port bonuses run from \$45 to \$100. Beside this, the seamen receive \$5,000 life insurance policies on these runs. All this ABOVE the regular basic pay.

But these benefits did not fall off a tree. Nor were they achieved by shady political deals with the shipowners. They were won by honest and militant union struggle — often on the picket line.

In '39 the SIU struck Eastern, Seatrain and the P & O. In '40 the pins were pulled on the New Bedford ships. In '41 the Alcoa and Robin lines felt the strength of determined SIU men who know what they wanted and how to get it. And the historic bonus beef! That one really set the waterfront (and Washington) on its ear.

Not all the strikes were 100% successful, but they brought gains and were part of the over-all struggle that has built the union to its present strength. Moreover, not a single job was lost in the course of these strikes. That fact shows a good deal about the solidarity of those picket lines.

As the fourth year of its existence opens, the SIU looks ahead to the future with a confidence born of a calm awareness of its strength and the soundness of its program.

Whereas the N.M.U. is continually convulsed by torturous political twists and turns, the SIU keeps an even keel and a straight course. It is concerned with bettering the working conditions of the seamen and it will fight like hell to bring that about. Increasing thousands of seamen understand this and are flocking to the SIU banner.

Yes, it's a long cry from October 1938. Nor are all the tough fights in the background — there's plenty of stormy weather ahead. But one thing is clear, the men who sail the ships have a powerful champion in the SIU. In the years to come they will receive an increasing share of the fruits of their labor.

More About

SIU Steward

(Continued from Page 1)

held them; the third man, the one who was biggest and who talked with a Texas drawl, grabbed a water pitcher and began to smash it over the struggling steward's head.

Brownfield finally broke loose and staggered down the companionway to his quarters where his mates gave him first aid. The side of his head was severely cut, as was his neck, and he was losing blood rapidly. The flow of blood was finally stemmed, and his wounds were bandaged.

By now the ship had docked. Brownfield, supported by his mates, staggered onto the pier to summon the police to arrest his attackers.

Well, the police arrived, but they arrested Brownfield along with his attackers. The blue-coats dumped him into a police wagon and hauled him off to prison.

Then is when the SIU crew went into action.

They immediately called a meeting, raised money for Brownfield's bail, voted to obtain the best legal aid for him, and even threatened to sign off the ship if he wasn't released from jail within an hour.

Needless to say, after such immediate and militant action, Brownfield was released. His bail-bond was signed by Brothers from the dispatchers office and the crew.

But even this is not the end of the story. After being attacked by these three men, after having his head bashed in and his neck cut, he discovered that he was going to be tried in court the following day on the charge of assaulting the passengers!

Fortunately, there is a happy ending. Brownfield was acquitted of the charge in record time.

Paul Brownfield still has a bandaged head (so much gauze is wound around it that it looks like he is wearing a turban), and it will probably be several weeks before he can ship again, but things could have been worse.

Yes, if the Steward and Deck

Editor's Mail Bag

Editor, Seafarers Log
Dear Sir and Brother:

I wonder if you could find space to print the following notice so that the brothers will know that one of their pals is down in his luck?

Shipmates Attention:

All brothers who were on the picket line in Jacksonville, Florida, will remember little Richard McKee. He contracted T.B. while doing thirty days "Blue-Jay" for the Union. Please be advised that he has spent the past four and one-half years at the Boston Sanitarium, Mattapan, Mass.

Brother McKee now weighs 92 pounds, has had his lungs collapsed and has been cut and carved up so many times that he has lost count. The only reason "Mickey" is alive today is because of his fighting spirit and will to struggle on. In his letter to me two months ago he confided that his hospital mates are dying on the average of twelve a week. He confessed that it is mighty hard to face the future with optimism because it seems that his former shipmates have forgotten all about him.

Mickey isn't giving much airs to his feelings. He probably feels too deeply to talk much about it. But of all his two hundred side kicks from the picket line only four or five of them have found time to drop him a letter or a card.

His widowed mother has kept him in cigarettes throughout the years, otherwise he would have been out of luck altogether.

I just received a letter from her the other day, saying that Mickey is now too weak to write.

and Engine departments on the S.S. Yarmouth had not stood behind him to a man—things might have been much worse.

From now on nobody had better try to tell Paul Brownfield that he'd be better off without a Union—he knows differently!

He had a severe nervous breakdown so his mother had to bring him home to take care of him. She had to give up her job to do this.

Mickey was, as you all remember, a real rank and filer who never thought of deserting his brothers on the picket line or anywhere else. He took his union obligations too seriously for that.

Would it be too much to ask all you shipmates who knew him to show that your heart is in the right spot? How about a little "tarpaulin muster" aboard the ships to get the ball rolling?

A card of greeting, a few lines of encouragement and a few dollars thrown in for good measure now and then. We'll never miss it and never regret it. Let's give little Mickey half a chance.

His address is Richard McKee, 92 Pleasant St., Dorchester, Mass. Thanking you one and all in advance, I remain,

Fraternally,

Odd Fagertvedt,
SUP No. 1607

P.S. — Anyone knowing the whereabouts of C. W. Wilson, who received critical and permanent injuries on the picket line in Jacksonville in 1937, please write and let me know. Write me at the Royal Hotel in San Pedro, California.

New York City,
November 6th, 1941

Editor, Seafarers' Log,

Dear Sir & Brothers:

In the October 24th issue of the N.M.U. Pilot is an article signed by Warnar, who claims the Negro is being Jim-Crowed in the S.I.U.

Warnar is either blind with hate or a paid stooge of the Party Line when he makes such a foolish statement concerning the Seafarers' International Union.

Since Warnar wishes to carry his statement back into history to slander the S.I.U., I will enlighten him on the subject of an

occurrence in the so-called un-discriminated union he so loudly defends for its purity on this racial subject.

February 6th, 1939 I shipped from the N.M.N. hall in the port of New York, while yet a member of the P.C. Marine Firemen, Book No. 4015.

Warnar, the N.M.U. is no more fair to the Negro today than it was when I fought the entire crew to keep a member of the Negro race aboard the S.S. Mormacport, Seantific Line, as Chief Cook. The crew said they did not want any "NIGGERS" sailing the same ship with a White Crew and the N.M.U. Patrolman Joseph Stack backed their argument 100%.

The Communist Party has been harping on the subject for years, using it for political gains, not to assist the Negro, either socially or economically. You cannot deny the Checkerboard system as tried in the N.M.U. and proved a failure because of the membership opposition. WHO then practiced Racial Hatred within your own ranks?

In your article, Warnar, you claim the Communistic controlled N.M.U. protects workers from Imperialist Governments, especially those who exploit the Negro Race. Who in Hell exploits them more than the English Government who you and the officials now proclaim as SAVIORS of Democracy?

Take a trip to the British West Indies, meet people of the Negro race, ask them their opinion of English exploitation. Inquire from them as to the basic pay under these Great Protectors of World Democracy. When the American contractor wished to raise the pay to two dollars per day, it was these same SAVIORS who protested and told the American contractors that eight to eighteen cents per hour was sufficient, because the English claimed the Negroes were ignorant and unworthy of any decent consideration.

Answer these questions TRUTHFULLY as you defend these great Leaders of Democracy.

Warnar, since you and I have become Historians of the economic field, I'll try to enlighten you of some Communistic propaganda.

On December 27th, 1940, this was before the N.M.U. became Pro-British and Joey Stalin was flopping with Adolphus Hitler. Here's what the Pilot said:

"We have nothing to gain from this war. This is a question that concerns not only seamen, but every American regardless of race, color or creed. Sixteen million American boys and young men, including seamen, have been registered for the first peace-time draft in our history. Doesn't that mean anything? Doesn't that mean we are preparing for WAR to enter on the side with Britain?"

"Doesn't it mean that as in 1917-18 Americans will be sent abroad to fight British WARS to save their Colonies and British Markets?"

"There is no more RUTHLESS EXPLOITATION in the World than that of India and other Colonies of Great Britain. AND we are asked to protect and preserve the POWERS which make this Exploitation possible."

How times change with the "SAVIORS of the Working Class" now that Joey Stalin is getting his Fanny spanked by Poppa Hitler, TSK, TSK.

They hide their "Yanks are not coming" buttons, and run madly through the streets of New York, trembling for fear of the day of RETRIBUTION that is slowly but surely to arrive for the terrible damage they have done to American Labor.

J. Buckley

PERSONALS

JOE TURNER: Get in touch with your pal Pat Mulcahy. He is at Hogan's Irish House in New York City.

FRANK ROGERS and ALFRED SCOTT: You shipped in the Steward's department of the S.S. Tulsa at the time Robert Bice drowned at Masinloc, P. I. Please communicate with Sol Berenholtz, 312 Equitable Building, Fayette & Calvert Streets, Baltimore, Md.

RICHARD ROWAN: Please get in touch with your mother. She is worried about you. Address Mrs. Maggie Rowan, General Delivery, Ardmore, Oklahoma.