

## SIU STRIKES SHIPS FOR BONUS AS NMU SUPPLIES FINK CREWS!

### STRIKERS AGAINST P & O STILL HOLDING TOUGH

NMU Agents Jones Accused As  
A Scabherder: Makes Self Scarce

#### FINKS SEEK TROUBLE

Miami, Sept. 6—Forty-four days of strike, and only one of the five ships owned and operated by the P&O has sailed. Forty-four days on the picket line in the hot tropical sun. Say it quick, and it doesn't sound very long,—but just look back at the record, and you will find that this strike has set the record, on this coast, for tying up one company's ships longer than any strike since 1915.

#### Company Desperate

The company is getting desperate. Just yesterday, a group of finks, charged up on company beer, and perhaps a few muggles on the side, were ribbed by the company to provoke a disturbance on company property so that the cops would be called in to make wholesale pinches. The finks, loaded with "Dutch courage," crept around a stone wall and blocked the sidewalk in front of a lone picket, but the picket walked right on through them. It was a pretty sight—ten finks gixing way before one picket! The strikers across the boulevard, several hundred feet away, got a real laugh out of that. And then came the pay-off. "Rat" Bell Chambers, chief cook of the SS Florida, started to sneak back aboard, and in his confusion and haste, fell down and sustained several bruises, cuts, and a black-eye—which

shows that finks can't be depended upon—especially when they can't sneak around a wall without stumbling!

#### Scabherder Jones

Just a few minutes before this, NMU agent Frank "Scabherder" Jones had declared his innocence, and had solemnly sworn that no NMU members were aboard P&O ships. The words were hardly out of his mouth when a NMU member named John Saunders came bouncing down the street like a high-speed Frankenstein, waving two big stones, and calling for the police. Then, with a car load of police, and a motorcycle escort to keep him from stumbling, he walked through the picket line, and aboard the SS Florida. Jones has been rather scare-ever since.

#### Still on Strike

Last Friday the Miami Branch voted enthusiastically and unanimously to continue, and intensify the strike. Immediately, "Brother

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### Nazi Submarine Stops Waterman Line Ship

Mobile, Ala., Sept. 11—The American freighter Wacosta, owned by the Waterman Steamship Co., was stopped off the coast of Ireland last Saturday by a German submarine, and was detained for three hours.

The captain of the vessel, G. Self, radioed the Waterman office that his ship had been boarded by a guard from the submarine, who searched her for contraband cargo, and examined her papers.

The Wacosta, with accommodations for about eight passengers, was bound from Glasgow to New York, with an undetermined number of passengers aboard.

After determining that the Wacosta carried no contraband, the submarine's commander allowed her to proceed, the captain advised his office. Captain Self reported that the submarine's commander had informed him that he had orders to fire on any vessel that refused to halt for a search, regardless of nationality.

### ATTENTION

The following resolution was introduced at last Monday night's regular joint meeting at Atlantic District Headquarters, and was unanimously concurred in:

WHEREAS: Nominations for Atlantic District officers will be made at the regular meetings at Headquarters and the various Branches on September 18 and September 25, and

WHEREAS: There has not yet been specified a list of those offices which will be open for nomination, and

WHEREAS: Such a list should be compiled, so that all members will know the offices which will be held open for nominations, therefore be it

RESOLVED: That the following offices be declared open for nominations in the Atlantic District:

ATL. DIST. HDQTRS.:

(N.Y. Branch)

- 1 Secretary-Treasurer
- 1 Ass't. Secretary-Treasurer
- 1 Deck Patrolman
- 1 Engine Patrolman
- 1 Stewards Patrolman
- 3 Joint Patrolmen

BOSTON BRANCH:

- 1 Joint Agent

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### REFUSE TO SAIL VESSELS BOUND FOR WAR ZONES

Crews of Robin Adair, St. John and Acadia Quit Ships to Enforce Demands for War Pay

#### RANK AND FILE PRESSURE PUT ON COMMISSARS BY NMU CREWS

New York, Sept. 18.—Following closely on the heels of the recent complete failure of NMU officials to assure their members of war risk insurance and a bonus for sailing the SS President Roosevelt, and Manhattan, and several other ships, SIU officials last week took definite steps to prevent a recurrence of such a thing on SIU manned vessels.

The crew of the SS St. John of the Eastern Steamship Co., reported to have been chartered to the U.S. Lines for the purpose of repatriating American citizens in Europe, held a meeting on September 11, and drew up a list of conditions

### Points Out How Phonies Follow Party Line

San Juan, P.R., Sept. 11.—So I read from the "West Coast Sailors" of August 24th, the exact repetition of the little "raid" the comrats tried last July 8, 1938, at San Juan on the SS Afoundria of the Waterman Company, when the comrats, headed by the phoney John Rogan, a six months experience O.S. NMU agent, who had been running around with his good-hearted boss Fred W. Small for a quarter, or a half a buck a day, double-crossed Fred Small, who did not want to give in to the terms of the C.P. tactics and politics. This rat, Rogan, combined with comrade "Blackie" Myers, pushed Fred Small out of the NMU agent's job, and tried to run Union men with his six months O.S. seamanship experience, under the instructions of the C.P.

#### Phoney Move

On the good day of July 8, 1938, this nut, combined with the phoney UTM dumbbells planted a "picket line" on the SS Afoundria, which was carrying an AFL crew, union hired men with a closed shop contract with the shipowners. Rogan, with two other NMU swindlers, demanded from the Waterman Line to replace the Afoundria's crew with NMU. Can you imagine? Is it not nerve?

Well, the boys on the Afoundria called me up through their agents early in the morning, and asked me to speak for them. Did so, and the commies who were working two years ago, ahead of me, in Porto Rico had a big laugh for an answer to my request to leave alone our AFL men on the ship.

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and provisions for war risk insurance and bonus. The demands were presented to the company, and met with a curt refusal, and a phoney, empty promise of retroactive payment, if and when any bonus or insurance is later agreed upon between the Union and the company. The crew refused to go for this, which was the same promise handed the NMU by the U.S. Lines, and a special meeting was called at Atlantic District Headquarters for the following night.

The meeting was attended mostly by members of the crew of the St. John, and voted unanimously in favor of walking off the ship at 5:00 P.M. Wednesday, unless the company put their signature on the dotted line. Their demands were not met with, and the entire crew was paid off later in the week.

#### Acadia Takes Action

The SS Acadia arrived from Bermuda last Wednesday. This vessel is also reported chartered to the U.S. Lines. The crew immediately contacted Headquarters, and were told of the action taken by the crew of the St. John, and signified their intention of holding fast for the same demands. Later in the week, the crew, with the exception of a few stand-by men, was paid off this ship, and the St. John and Acadia are at present tied up at the U.S. Lines docks.

#### Robin Adair Crew Quits

The crew of the SS Robin Adair of the Seas Shipping Co. (Robin Line) were supposed to sign on for South African ports last Wednesday afternoon, but when the company refused to agree to the payment of a stipulated bonus, the crew gave notice, and quit the ship. This ship was later supplied with finks, of which move the NMU disclaimed all knowledge. However, NMU representatives were seen taking men aboard this ship, which later pulled out and

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### Baltimore Looks For An Early Shipping Increase

New Ships Under Construction and  
Old Ones Being Reconditioned

#### "GALLEY RADIO" RUMORS

Baltimore, Md., Aug. 30—Tying up of several of the Bull Line ships, and extended repairs on a few ships of other SIU lines is causing a somewhat top-heavy beach list these days, with shipping below average. However, the beginning of the fruit trade next month will start off what is expected to be a busy season, and we look for a boom in the SIU business out of this port during the Fall and Winter months.

ESSO's conversion of a goodly portion of their foreign fleet to American registry, with the consequent hiring of American seamen for the jobs that rightly belonged to them in the first place, is bound to be felt on the waterfront soon. Like practically everyone else these days, we are a little fed up on Hitler's crises; but if it has the effect of scaring some of our patriotic American shipowners into giving jobs to Amer-

ican seamen—at least something has been accomplished.

#### Conditions Improved

Following closely the action taken on the West Kyska for considerable improvements in living condition before she went on the intercoastal run, similar improvements were obtained aboard the West Madaket of the same line. The drive for better food and quarters on all ships coming into this port continues without any let-up and if the crews continue to back up their delegates and pa-

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## Seafarers' International Union of North America

Affiliated with the American Federation of Labor

HARRY LUNDEBERG, Acting President  
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### Atlantic District

#### HEADQUARTERS

New York (Phone: BOWling Green 9-3427) ..... 2 Stone Street

#### BRANCHES

Boston ..... 333 Atlantic Avenue  
 Providence ..... 465 So. Main Street  
 Philadelphia ..... 6 North 6th Street  
 Baltimore ..... 14 North Gay Street  
 Norfolk ..... 60 Commercial Place  
 San Juan, Puerto Rico ..... 8 Covadonga Street

### Gulf District

#### HEADQUARTERS

New Orleans ..... 309 Chartres Street

#### BRANCHES

Savannah ..... 218 East Bay Street  
 Jacksonville ..... 136 Bay Street  
 Miami ..... 809 N. E. First Avenue  
 Tampa ..... 206 Franklin Street  
 Mobile ..... 55 So. Conception Street  
 Houston ..... 1712 - 75th Street

### Great Lakes District

#### HEADQUARTERS

Detroit ..... 1038 Third Street

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## ELECTIONS SOON AT HAND

### SHOULD NOT BE ALLOWED TO TURN INTO POPULARITY CONTEST

With the election of officers less than two months away, it is time that the membership look about for likely material to act as the men they wish to lead them for the forthcoming year. This matter should be given serious attention by all concerned.

The election of officers must not be allowed to degenerate into a mere popularity contest, as such a thing only too often has dire results. The idea is to pick the men whom you think are best fitted for the jobs, and whom you have good reason to believe will have the interests of the membership at heart, rather than their own self-aggrandizement. Don't put your affairs in the hands of incompetents, nor those who are strictly on the lookout for pie!

#### UNION'S FUTURE

This is really a serious business, and will directly affect the entire future of the Union. If you elect men who are not both mentally and physically equipped to handle the job as it should be handled, or if you vote for men merely because they happen to be personal friends of yours, and know practically nothing of the seamen's labor movement, then you will end up by having a lot of grief on your hands.

Don't forget that, after this coming election, we will be practically on our own, and the eyes of all other maritime unions will be upon us. We can not afford to have men at the head of this organization who are not honest, militant fighters! Labor fakery is absolutely out! There is no place in this organization for shipowners' stooges!

#### GOOD MEN ON SHIPS

Now:—just who are these men who are qualified to lead us? Surely there must be a wealth of good material aboard the ships. We know that there are men sailing the ships who are honest and militant. Men who are not looking for mere pie, but who are, all the way through, bona fide union men! Men who are willing to pitch in, and go to town for the membership!

#### NO POPULARITY CONTEST

There are also many of your present officers who are qualified to carry on with the good work they have been doing, and they are, of course at present, better known to the general membership than are many of the men on the ships. However,—as we said before, this election is not by any manner of means meant to be a popularity contest, and it is up to the membership on the ships to nominate men whom they know to be dependable and trustworthy. Don't vote for any nominee just because you happen to know him! Take also into consideration his past record, his mental and physical equipment, and his reputation for veracity and honesty.

Above all things, we must take all precautions to guard

## BALTIMORE

(Continued from Page 1)

trolmen, as the big majority of them have been doing lately, a considerable all around improvement is going to be effected before much longer.

Noted in a recent magazine article, which glowingly describes the Maritime Commission training program, and how it will benefit everybody from Hell to Texas; is a statement that the Coast Guard hopes to bring the Merchant Marine back to the status when men who went down to the sea in ships "had salt in their blood." Our thought on the matter is that if the Admirals paid more attention to putting decent wages in the pockets, and good food in the stomachs of seamen, the "salt in the blood" angle would take care of itself.

#### Move to New Hall

Due to being in the throes of moving from our old hall to a new location, this article is necessarily brief this trip. By the time this appears in print, however, we will be located in the new Hall at 14 NORTH GAY STREET, which is approximately three blocks from the Pratt Street waterfront, and half a block North from the Sparrows Point car line, at Baltimore and Gay Streets. Members will find the main hall and dispatcher's office on the second floor of the new building, and the SUP Hall on the third floor. The telephone number remains as heretofore—Calvert 4539.

#### Ships Being Reconditioned

Baltimore, Md., Sept. 12.—Shipping has maintained its average figure during the past two weeks, with the slight difference of opinion over in Europe having no great effect on the man on the beach, at present. ESSO continues to hire men via the agency of "Standard Pete" for the same 28 tankers under the Panamanian flag. Incidentally, the foreign crews of these ships are leading the life of Riley in an uptown hotel, with room and board, thirty dollars a month wages, and an extra fifty cents a day spending money for the duration of the war. ESSO is also lining up crews for their tied up fleet down at Solomons Island graveyard, and we expect to see a regular procession of old hulks coming up the Patapsco, for a revival at the shipyards. Every shipyard in this area is jammed with ships being reconditioned, and the local Bethlehem yard, with a new order for five Commission ships, now has a

back-log of twenty-three ships to be built within the next two years.

#### "Galley Wireless" Rumors

Bull Line appears to be readying their ships for active service again, but these pick-ups are more offset by unsettled conditions on the Calmar and other intercoastal fleets. Calmar is showing a tendency to stall and delay their ships on this coast, with the "galley wireless" reporting that the company plans to put some of them on the trans-Atlantic run, and other reports having it that they are holding their ships on this coast as long as possible, in case of trouble with agreements on the West Coast.

Speaking of the "galley wireless," it seems to be working overtime these days, with everything from five hundred dollar bonuses, to the Navy taking over the Merchant Marine being reported hourly. Members should take it easy on these wild rumors, and remember that the officials are following events closely, and the interests of the membership are being well protected.

#### Bonus Question

On the question of bonuses,—don't let anyone kid themselves that the big-hearted steamship companies are going to hand this out freely to their brave crews. They'll push up the freight rates, and triple the passenger rates, but when it comes to passing out a few dollars to the men who have to do the dirty work and take all the chances, it will be the same old sad story, and anything that we get will have to be obtained in the same old, hard hitting, militant Union way. If and when bonuses are handed out, let them be Union bonuses, based on Union wages, and not just a handout from some big hearted shipowner, to "keep the crews' mouth shut". If we appear to be a little worked up about the matter, blame it on the bright boy whom we just heard remark that it would be very "decent" of the companies if they paid a bonus. Decent be damned;—they don't know the meaning of the word!

#### Departure

We regret to report the passing of Brother Robert Hawley at the Marine Hospital. Brother Hawley died of tuberculosis, which used to be called the white man's plague, and had its breeding place in the slums of the cities. Since the average seaman's quarters are about on a level with the average damp, stinking, poorly ventilated slum, it is no wonder that tuberculosis is fast becoming a seaman's disease, and wiping out fine men of Brother Hawley's type.

against any such thing as has happened in the NMU,—the control by commissars! To allow anything of that sort to happen would be tantamount to the death of the organization,—so it must not happen!

#### SELECT RIGHT MEN

Look about you, and carefully select the men whom you believe are qualified to lead you, and then make it your business to see that they are nominated for some office. Assure yourselves of complete rank and file control of the organization. Do not be misled by any electioneering propaganda, and remember that your vote is just as important as that of anyone else. It is, in fact, your duty to vote, and thus assure yourself of a voice in the affairs of your Union!

Picture to yourselves what might happen if you were to allow the affairs of the Union to get into the hands of a few phoney pie-cards. You would soon lose the respect of all other unions, and would probably find yourselves being sold out right and left, as was the case with the old ISU.

The Seafarers' International Union has a great future in store for it, but all this can be obviated through the actions of a few phoney, selfish individuals. Guard against such an emergency by making it your business to see that the right men are elected to office. **NO PIE CARDS WANTED!**

**REMEMBER,—THIS ELECTION OF OFFICERS IS DEFINITELY NOT A POPULARITY CONTEST!**

## WAR BONUS

(Continued from Page 1)

anchored in the stream with only a partial crew aboard.

#### Rank and File Pressure

Rank and file pressure was put on the NMU commissars when the crews of the American Trader, American Traveler, Iroquois, Scanstates, Excambion, Black Gull and the Collamer, refused to sail the ships without war risk insurance and bonus provisions. Curran then did a complete about face, and piously declared that the NMU would not order their members to sail these ships, and stated that the ship owners have stalled long enough.

It is high time that the NMU commissars took a definite stand on this matter, which directly affects the welfare of every American seaman. There is no question of patriotism involved,—not—at least, on the part of the seamen. They are entitled to a just recompense for sailing these ships into hazardous waters, and must be provided with some sort of insurance which will take care of their families in the event they are torpedoed, or lost at sea through the hazards of war.

#### Time to Enforce Demands

This thing is not any question of Union affiliations, but a question of all American seamen being adequately protected. **LET'S ALL STICK TOGETHER ON THE WAR BONUS QUESTION, AND GET SOME ACTION! OUR DEMANDS CAN BE ENFORCED IF WE FIGHT THE SHIPOWNERS TOGETHER, AND FLATLY REFUSE TO SAIL SHIPS TO ANY WAR ZONES UNLESS GUARANTEED, IN WRITING, A CERTAIN STIPULATED BONUS AND WAR RISK INSURANCE. WE CAN NOT AFFORD TO ALLOW THIS THING TO DRAG ON INDEFINITELY, AND THERE IS NO TIME LIKE THE PRESENT TO ENFORCE OUR JUST DEMANDS!**

Some finks have already been shipped on the St. John, and we have it from a reliable source that they were shipped from the NMU hall. At the time of going to press, no crew has yet been shipped to the SS Acadia, and we are unable to determine whether or not the Robin Adair has sailed.

#### Commission to Meet

Emergency Board Chairman returned from Washington last Saturday, and reported that although no agreement has been reached with the shipowners or the Maritime Commission on the war bonus question, it was indicated that all were amenable to some sort of added compensation for sailing vessels into war zones, but that none of the shipowners want to stick their chins out by setting a figure. They have passed the buck to the Commission, and there is to be another meeting this week, when it is hoped that the question will be settled.

The Commercial Telegraphers Union, in convention in Chicago, has wired their unanimous support to the Seafarers' as follows:

"COMMERCIAL TELEGRAPHERS UNION IN CONVENTION TODAY UNANIMOUSLY SUPPORTS WAR ZONE VOYAGE PAY AND INSURANCE DEMANDS OF SIU AND MARINE DIVISION CTU."

**DEMAND A BONUS! — DEMAND WAR RISK INSURANCE! AND ABOVE ALL — DON'T FINK ON YOUR BROTHER SEAMEN!**

## Notice:

Ships' Delegates: Demand that all replacements produce a properly filled out assignment card from the Dispatcher at the Union hall.



# SS VERMAR WANTS ACTION

## RESOLUTION

WHEREAS: The Calmar Line is one of the very few steamship companies operating freighters without an agreement, and

WHEREAS: The ships of this company are the worst feeders, and have the worst working conditions of any ships running intercoastal, and

WHEREAS: We, the crew of the SS Vermar, of this Calmar Line deem the shipping of crews on this company's ships through the Union Halls, without at the same time doing something for bettering conditions on these ships, will ultimately work to the detriment of the Union,

THEREFORE BE IT RESOLVED: That we request the Atlantic, Gulf and Great Lakes Districts Secretary to bring the matter of striking the Calmar Line ships before the membership as soon as possible, for the following demands:

- (1) The immediate recognition of the SIU as the sole bargaining agency.
- (2) Full enforcement of the West Coast agreements.
- (3) The bringing of the quality of food and menu up to the West Coast standard.

AND BE IT FURTHER RESOLVED: That each member of this crew donate one dollar (\$1.00) in Boston, the said sum to be forwarded to the main office in New York to be used as expenses for making copies of this resolution and having it mailed to all ships' delegates of all Calmar Line ships, and to all SIU and SUP Branches. The surplus of this sum to be turned over to the "LOG" as a donation. We recommend this to be published in the "LOG" and the "WEST COAST SAILORS".

This resolution passed by the membership of the SS Vermar meeting on September 3, 1939.

(Signed) Joseph L. Hart, Chairman  
Joseph Higgins, Rec. Sec'y  
Chas. Twitchell, Deck Delegate  
Henry J. Childs, Eng. Room Delegate

## P&O STRIKE

(Continued from Page 1)

Rat", who is always around where there is a strike, started the rumor that the boys in Tampa were disgusted, and were going to call the strike off and sail the SS Cuba. Last night, Tampa held an overflow meeting to concur with the Miami decision, and "carry on to victory". So much for the rumor mongers and rats! Representatives of the Central Trades Council of Miami, together with Brothers Dean and Gunnison, and a representative of the strike committee will confer with P&O vice-president and general counsel, Scott Loftin, in Jacksonville tomorrow, with the object of reopening negotiations.

Miami Correspondent

Miami, Fla., Sept. 12—The strike against the P&O is still on. Some of the boys have lost their cars, and quite a few things they had bought on the installment plan. These fellows are putting up a tough fight against apparently insurmountable odds. For, when a shipowner and another organization get together to give bona fide Union men a licking, it makes the going tougher.

It is rumored around that the U.S. Lines stiffis who could not get a war bonus because the phonies sold them down the river with the O.K. of the Maritime Commission, are coming down to Florida to scab on the SIU. These phonies snked on the NMU when the NMU was the ISU Rank and File. They did not have the guts to stick to one organization, but are plain book floppers!

The membership here went on record thanking all ships crews and friends who are donating to this strike. Without their help, we could not have lasted.

Roland Dean was here for a few days, and left again. While he was here he saw the militancy of the SIU demonstrated on the picket line.

Quite a few fellows have cleared for other ports, in order to be able to pay up bills, and take care of family obligations. The rest of the gang are holding tough!

John Gunnison, Agent

## SAN JUAN

(Continued from Page 1)

and respect jurisdictions as we do.

### NMU Had Fun

The so-called State Federation of Labor in Porto Rico did not give a damn, and, worse yet, they did not know what was the whole story nor the intention of the com-mies. They were only to please some so-called Socialist Party members, and afraid to hurt their feelings by imposing order and discipline to the phoney UTM, so the NMU had the fun for two days, while we assembled the real AFL longshoremen who were in sympathy and 100 percent in favor of backing the Afoundria's crew.

### CIO Flops

July 11th, the ILA-AFL Longshoremen showed Rogan how to cure insanity, and since then, NMU-UTM-CP with all their phoney rats in it, started to flop, and I can safely say they have flopped in Porto Rico. The two phonies who assisted Mr. Rogan, stowed away with \$200 stew-pot money collected from ships, intended to be used to feed the phoney "picket line" they had planted around the SS Afoundria. Rogan was found misusing funds of the NMU, and to quiet it down he was removed from Porto Rico before the members threw him out of their phoney outfit.

These rotten comrats tried to stop the ILA from working the SS Coloradan last January 1939, and again flopped, and just complicated and hampered the welfare of some unconcerned bona fide workmen on the SS Coloradan.

### Rogan Returns

Rogan came back as general organizer for the CIO, and tried to highjack the SIU crew of the SS Delisle on their first trip to Porto Rico last March 8th, and again flopped. His commy pal, Hoffman, had to hide himself, and had to be provided with an open shipping date to get away from the Island, and Rogan hit the can, and quit the Island later.

Two weeks ago this Rogan, as

a guide and master-voice, came back with two big NMU goons to start organizing seamen and longshoremen in Porto Rico again. Will see you brothers some day when you call at Porto Rico.

E. G. Moreno, No. 2891,  
Phoney's Head-hunter

## WANT ORGANIZERS TO STAY AND HELP

SS David H. Atwater.

Dear Brothers:

Since the SIU started it has gained more for seamen than any other union ever gained on the East Coast. It must be remembered that the gains that have been made, have been made with hard work, and cannot stop. We have to take our Union business the same as your shipowner does.

One of the main things we are after is unity with the West Coast Unions. Also, with the majority of the members of the NMU—but not the officials of the NMU.

It is understood that we are to lose some of the maritime industry's most militant leaders; namely: Harry Lundberg, "Duke" Dushane, Frank Berry, and "Red" Dean, the brothers up and down the coast who have proven themselves honest and capable, and a credit to any organization. We, the undersigned, go on record to request that these West Coast men who have worked so hard to help make our Union a militant organization stay with us and help us to get what we are out to get. That is—higher wages, better conditions, and intercoastal unity. It must be remembered that when this unity is gotten, we will be able to call ourselves true American Seamen, and not as it is at present:—Are you an East Coast man? Are you a West Coast man, a Gulf man, or a Great Lakes man?

We, the undersigned are out for one big maritime union, with no Nazis, Fascists or Communists dictating to us!

(Signed) Dick Stewart, No. 5111; Geo. Brown, No. 539; E. H. Fain, No. 1702; J. Morrison, No. 1802; H. Grooms, No. 2769; Ted Wilson, No. 5064; J. S. Sawyer, No. 543; T. T. Davis, No. 4884; C. Medford, No. 4797; J. Ford, No. 5441; H. Hudson, No. ? ; E. S. Day, No. ? ; R. Bellevance, No. 5237; E. Mansfield, No. 3315; H. P. Starkey, No. 2385; M. Nutini, No. 2614; Nils Nelson, No. 5720; C. Duke, No. 5617; and J. Ginnell, No. 89.

## ATTENTION

(Continued from Page 1)

- 1 Deck Patrolman
- 1 Engine Patrolman
- 2 Stewards Patrolmen
- PROVIDENCE BRANCH:
- 1 Joint Agent
- PHILADELPHIA BRANCH:
- 1 Joint Agent
- 1 Joint Patrolman
- BALTIMORE BRANCH:
- 1 Joint Agent
- 1 Deck Patrolman
- 1 Engine Patrolman
- 1 Stewards Patrolman
- NORFOLK BRANCH:
- 1 Joint Agent
- 1 Joint Patrolman
- SAN JUAN BRANCH:
- 1 Joint Agent
- and be it further

RESOLVED: That any offices not included in this ballot shall be open to a vote of the members of the Branches involved, and be it further

RESOLVED: That any men so elected shall not be considered as elected, nor put on the payroll until concurred in by a Headquarters meeting, and be it finally

RESOLVED: That all nominees for such positions shall have the same qualifications as specified by the Constitution.

# COMMISSION IGNORES NEEDS OF MERCHANT VESSELS

## More Concerned With Building Up Naval Auxiliary Fleet

### INVESTIGATION NEEDED

In the various press releases which the Maritime Commission sends out from time to time, we note that the M. C. Admirals dwell on the fact that American Merchant Marine carries less than 30% of our foreign commerce, and that due to the lower operating costs of foreign ships, other nations are able to successfully compete with the American ship-owner.

### AUXILIARY FLEET

A very close study of the policies of the M. C. reveals several very interesting things. They are building new ships, very fine ones indeed, but the most important features stressed are the vessels rapid adaptability for Naval Reserve uses. While they are and will be placed at the disposal of private operators in peace time, yet in the event of war, these ships automatically will be transferred to the Navy as an auxiliary fleet. On the surface, the ordinary man in the street would say it is a fine thing, but to persons who have observed the activities of the M. C., it appears in a different light.

### SEND ADMIRALS TO SEA

The Maritime Commission is not as primarily interested in the development of the American Merchant Marine as it is to provide a suitable Naval auxiliary fleet. That a Naval Reserve is a necessity is not questioned, but we must not lose sight of the fact that if this country is to progress, more emphasis must be placed on the ship construction program from the Merchant Marine point of view, instead of that of the Navy. It is therefore suggested that the Admirals of the M.C. take a short cruise on a freighter to acquaint themselves with all angles of the industry's problems from both the labor and owners' side.

### FOREIGN FLAG SHIPS

While on the question of benefiting the Merchant Marine Industry as a whole, we believe that the M. C. should investigate reports that a well known fruit company plans to transfer all its American flag vessels to foreign registry. Just how true these rumors are is not known, but it is said that where there is smoke fire is present.

This particular company has obtained millions of dollars from the American public for its ventures, thereby making it a corporation in which the people of this country are vitally interested. Further, the taxpayers of the United States have a definite responsibility insofar as this firm is concerned, due to having had to foot the bill for most of the costs pertaining to the construction and reconditioning of its vessels.

### SHOULD BE STOPPED

If the reports are correct about this outfit transferring its ships to foreign registry, then the M.C. should institute an investigation to determine why this firm wishes to do this. We, as seamen, are definitely against such a transfer because it would create additional unemployment in our field, as well as tend to depreciate our endeavors to improve conditions for all seafaring classes. And from the public's standpoint, the merchants of this country stand to lose approximately \$350,000 yearly. This, and the fact that American seamen will be deprived of an annual income of about \$600,000 should be of some concern to the M. C., who profess to have the interest of the seamen and the industry at heart.

We believe that any shipping company who transfers, or threatens to transfer their ships to a foreign flag, are not deserving of the trust and confidence of the American public who have invested huge sums directly, or otherwise, in their enterprises. Any company who in so doing lowers the American standard of living should be placed on the unfair list of all organized labor.

A. O. Wingate, SIU No. 90

# HONOR ROLL

F. A. Harrelson	\$1.00
F. Ormaly	.50
L. B. Layton	.75
O. Anderson	.50
H. Lohoefer	.50
D. Crabill	1.00
S. Tingle	.25
R. Nevitt	.25
G. H. Reier	1.00
B. Wright	.50
V. Lucas	.50
P. Gadsen	.25



# NEWS and VIEWS from the LAKES

**BUFFALO**  
10 Exchange Street

**MILWAUKEE**  
730 S. Second Street

**DETROIT**  
1038 Third Street

**CLEVELAND**  
1426 Third Street

**CHICAGO**  
810 1/2 N. Clark Street

## VOTING ON OFFICIALS IN FULL SWING ON LAKES

**Bob-Lo Line Pulls in Horns When Union Files Action With Board**

### GEORGIAN BAY LINED UP

Detroit, Mich., Aug. 30—Balloting is in full swing for the election of officers of the Great Lakes District. Fifteen hundred ballots, polling lists, and sets of instructions to agents are now at all branches, and are being brought aboard all ships. During the month of September, the men on the Lakes will designate whom they wish to be their officials for the coming year.

To be eligible to vote, all members must have paid either their transfer fee, or initiation fee into Seafarers' not later than August 15, 1939, and must have paid at least three months dues by September 5, 1939. Those members who transferred or joined before June 1, 1939 must have their dues paid for the month of June. Part payment men, whose full initiation fee has not been paid prior to August 15, are ineligible to vote.

Agents are distributing ballots to all eligible members aboard ships, and at Branch Halls.

#### Ballot Explained

There will be four important propositions up for vote of the membership on the ballot. All Union men should not fail to vote on them. Number 1 is the question of restoring rotary shipping from the halls. Number 2 is the \$5.00 Strike Fund Assessment. The value of a fund to back up the men in case of strike should be obvious to all members. The third proposition is a \$2.00 Burial Assessment, to make it possible for the Union to give a decent burial to members who pass away. The final proposition is the adoption of the proposed Constitution for the Seafarers' International Union of North America, copies of which have been circulated throughout the Lakes District.

Ballots, to be valid, must be postmarked not later than midnight September 30, 1939. Get your ballots early, and avoid getting caught in the last minute rush of voting. It will be entirely up to the membership to elect the men they wish to serve them for the coming year. "Nough said!"

#### "Agent" Kicks Back

Leo Mitchell, SIU delegate on the SS South American, gives notice to all members of the Steward's Department who have paid dues into Secord's cooks "union," that the Steward aboard the South American has been compelled to refund his twenty-five percent cut on the dues to the members who paid him. This refund comes out of his own pocket. You can kiss the other 75 percent good-bye! That's already in Secord's bank account. Get your 25 percent back now—while you can!

The Bob-Lo Steamship Line pulled in its horns last week when the Union filed action with the Michigan State Mediation Board, giving said company a five day strike notice if it did not withdraw its instructions to ships' officers forbidding the Union Agents from coming aboard to transact Union business with the men. The threat of economic action brought quick results.

Written permits were issued by the company, for Union representatives to come aboard at any time. The Bob-Lo season is now over, and we expect no unfriendly action from this company.

#### Georgian Bay

Due to the fact that International representative Thompson was called suddenly to New Orleans and the West Coast on Union business, the steward's department beef with the Georgian Bay Line reported in a previous issue of the "LOG" has not received quicker action. This company agrees to negotiate with the Union for the Steward's department agreement for 1940 as soon as Thompson is free to do so. This will be taken care of within the coming week.

At the request of the steward's crews on this line from Chicago, a meeting has been arranged for the month of September, to thrash out next year's agreement. Dissatisfied members of the NMU have shown keen interest in the outcome.

Headquarters Branch has gone on record, unanimously, to request the International to continue to assist this District build the Union by maintaining its representation for another twelve months.

#### Cleveland Hall Closed

With the conclusion of the passenger service out of Cleveland, the Hall there has been closed for the season. The Halls at Buffalo, Detroit, Milwaukee and Chicago will stay open for the winter. Preparations are being made for a concerted drive early in the Spring at all ports from Buffalo to Duluth, to completely unionize the Lakes.

Rumor has it that the Steamboat Inspectors intend to crack down on the Put-In-Bay Line for scandalous conditions aboard. A matter of a sprinkler system and the crews' quarters are involved.

**NOTICE:**—We have been informed by the Atlantic District that CHARLES MASON (Atlantic Book No. 2524, Lakes No. 1367) had been suspended by the Atlantic District on June 12, 1939, for 99 years. This man has transferred into the Lakes District without this fact being known here. He was tried and convicted in New York, on the testimony of the crew of the SS Flomar, of working against the interests of the SIU on the Calmar Line.

We have been informed that he is now working on a tug out of Buffalo. Headquarters Branch went on record to inform the tugboatmen's officials in that port of this man's status, and to take the proper action.

## Gulf Men Protest Lakes Conditions

**Old Time Officials Held Negligent**

New Orleans, La., August 24, 1939.

Dear Brothers:

Recently we have been receiving letters from Gulf District members of the Seafarers' International Union, who went North this Spring to try their luck on the Lakes. When these letters first started arriving we didn't pay much attention to them, figuring that shipping was probably bad, and the boys were having a hard time getting accustomed to things up there. As more letters came in, and a few of the boys drifted back however, we realized that with so much smoke there must be some fire—so here goes!

#### No Real Activity

The main beef seems to be that the old time officials seem to be satisfied to coast along on their jobs, and not pay much attention to the membership, other than being on hand to inspect books, and collect dues. The letters and the complaints almost wholly complained that it was hard to get these old time officials to settle beefs, or to do anything about going to town for conditions. Naturally, these guys who have been accustomed to real activity on the Gulf and East Coasts, couldn't understand officials not going to bat for conditions.

#### Organizer OK'd

Everything wasn't so bad, however, and the boys all gave a big hand to R. D. Thompson, International Organizer, who, they all say, is doing a good job. He works with the membership, and they all voiced their respect and confidence in him. They did say, however, that he was handicapped, due to the opposition of the old timers who, as one guy stated, "Haven't been to sea since Christ gave the first charter to St. Peter, with jurisdiction over both seamen and fishermen."

#### Elections Soon

The elections are coming up soon. The SUP and Brother Lundberg have kept their promise, and now we have a proposed Constitution, modeled on that of the SUP, which is rated as the most democratic union constitution in existence. With the elections coming up, the membership on the Lakes should let these "sit-around-and-do-nothing-officials" know that the officials who get elected will be those who go down the line for the membership. If they don't cut the mustard, they will be voted out.

Fraternally,  
Finn Schefstad, Agent

## APPRECIATION

Philadelphia, Pa.,  
Sept. 7, 1939  
SS OREMAR.

Dear Brothers:

We, the members of the Steward's Department, aboard the SS Oremar of the Calmar Lines, do hereby give our deepest thanks and appreciation to the deck and engine departments, the ILA, and Patrolman Collins of Philadelphia, for the militant action and stand taken in winning our overtime in all ports for Saturdays, Sundays

## Better Conditions Reported On Lakes

**War Situation Affects Great Lakes Traffic**

### BEEF ON OAKWOOD

Detroit, Sept. 11.—For the second successive week there has been no meeting held at Headquarters, due to lack of quorum. All the auto boats are out and the passenger season of the D & C Line has been extended to the latter part of this month. The hall is practically empty, and replacements are hard to get.

Balloting for the election of Great Lakes District officers is in full swing, with most of the voting going on from the ships. A meeting is scheduled for the last Tuesday in September, or the first Tuesday in October to elect a balloting committee to proceed with the counting of the ballots.

#### Events of Day

The following are a few gleanings from the events of the day on the Lakes. The proposition of watchmen and shipkeepers was negotiated with Mr. Perkins, operating manager of the D & C Lines, and the following conditions laid down and agreed upon: 1) Watchmen to work three shifts of eight hours each in place of the twelve hour shifts in effect last winter. 2) No watchman or shipkeeper to take care of more than one boat. Last year each man watched two boats. 3) Wages shall be \$120 per month, same as last year.

#### Improved Conditions

Also got new mattresses for the forward end of the Tremaine, one of the D & C auto boats, and had the plumbing fixed in the toilet of the port side forward, about which the men were squawking regularly. The last two items, though small, go to show that all such conditions can be cleaned up aboard ship if the men bring them up to the patrolmen, and back them up for action.

The war situation has greatly stimulated the ore and grain traffic. The Lake Carriers Association reports something more like twenty of more boats fitted out in August. A number of men are being placed aboard these boats for educational and organizational purposes.

#### Ignoring Agreement

Just a word about the beef on the Oakwood, a sandsucker belonging to the Nicholson-Eorse Line, working out of Chicago. The SIU signed an agreement with the company this Spring calling for \$135 wage scale for qualified men in all departments. The company has not been living up to this agreement. The Chicago Branch went to bat and elected a committee to investigate the question fully, and report back what action should be taken.

and holidays, and all over the required eight hours per day. Plus three hours a week for the chief cook for butchering, and six hours per week for the second cook for baking.

Fraternally yours,  
Fred W. Saunders, No. 751  
Stewards' Delegate  
A. H. O'Neil, No. 436,  
Engine Delegate  
Alex Ford, No. 145,  
Deck Delegate

## P&O DONATIONS

P&O DONATIONS	
SS CITY OF ATLANTA	\$3.50
SS SUWIED	12.50
SS DESOTO:	
Steward's Dept.	8.00
Deck Dept.	4.75
Engine Dept.	3.25
Chas. Waid	5.30
P. J. Coffey	.27
SS MANUELA:	
Deck Dept.	10.00
Steward's Dept.	6.00
Engine Dept.	8.00
SS ROBIN ADAIR	23.00
SS DELRIO	38.00
SS CITY OF SAVANNAH:	
NAH	7.30
Chas. Waid	1.00
SS CITY OF CHATTAHOOCHEE:	
NOOGA	10.25
SS DELMUNDO:	
Engine Dept.	7.00
Deck Dept.	10.00
Steward's Dept.	16.00
SS COMET:	
Engine Dept.	7.00
V. P. Magee	1.00
R. Brown	1.00
SS BOSTON:	
Steward's Dept.	5.50
W. Le Bon	1.00
C. Coburn	1.00
SS EVANGELINE:	
Engine Dept.	7.50
Deck Dept.	13.30
R. Roberts	1.00
A. Paige	2.00
T. Laller	.50
A. Bourney	2.00
W. Findley	1.00
O. Gilliard	1.00
B. Gibson	.25
M. Egan	.25
A. Lamos	.25
J. Carter	.25
C. Bryant	.25
J. Green	.25
R. Chisholm	.25
T. Smith	.50
T. Cuminier	.50
J. Resendeo	.50
J. A. Glesias	1.00
J. A. Axelson	2.00
F. Berry	1.00
J. Lapham	.50
J. A. Monroe	.50
E. T. Prien	.50
E. McVay	.50
C. Hodge	1.00
D. Story	1.00
E. Mayer	1.00
H. L. Kiel	1.00
F. G. Franklin	1.00
W. P. Gonsorchik	1.00
J. Gourdier	.50
L. Coners	.50
W. Schnepfe	1.00
L. N. Matz	1.00
R. Burns	1.00
W. Rutherford	1.00
M. Girolmo	1.30
J. Waan anen	1.00
A. O'Neil	1.00
D. Carney	1.00
D. Bourne	1.00
F. K. Metzner	1.00
A. Zibron	2.50
E. P. Donnelly	2.50
H. V. Zumpft	1.00
R. Jones	1.00
SS MAINE	18.00

## NOTICE!

All SIU members who are confined in Marine Hospitals are hereby advised to immediately notify their SIU Agent in the port nearest to where they are hospitalized, in order that they may receive regular weekly benefits. This does not apply to members who are already receiving benefits.

**It is the Duty of Every Member to Vote. Have You?**