

SECURITY
IN
UNITY



SEAFARERS LOG

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



VOL. III

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No. 21

ANOTHER SELL-OUT?

Today the seamen belonging to the NMU are sailing their ships without the protection of a signed union contract. The shipowners can shanghai or dump them, can work them 50 or 60 hours a week, can leave them stranded in foreign ports or can even cut their wages—all without violating any agreement. Nothing the operators pull will violate a union agreement—because there is none!

The NMU leadership has been negotiating with the operators for over a month, to no avail. The old contracts expired on the first of October. Today the NMU men sail the ships at their own risk—UNPROTECTED!

This is a criminal situation. The entire wage scale and working conditions of the men are in jeopardy. They have been betrayed and double-crossed many times in the past, but there is a sell-out in the offing that will make the past cross-ups look like small change.

STALIN GIVES THE LINE

What's the real score here? What's the reason for all this back alley maneuvering which leaves the rank and file seamen holding the bag? It's a long story that starts with an editorial which appeared the first of this month in the *Daily Worker*—official organ of the Communist Party.

"Anything that interferes with production of needed war supplies," wrote the *Daily Worker*, "whether as a result of strikes or of delays by the employers—can only help Hitler."

There's the line! Labor must not strike!

Unfortunately, however, the shipowners who deal with the NMU also read the *Daily Worker*. They'd be fools not to.

When negotiations were proceeding, the operators knew the union wouldn't strike. They knew that Stalin had forbidden the tying up of any ships that might be used to bring him guns. The operators knew the whole score—and when a boss knows ahead of time that his workers are just beating their gums and have no intention of striking, he becomes a pretty tough guy. That's just what happened here.

STRANGE TRADE UNIONISM

We can be sure that Curran didn't ask for much from the shipowners. He would have taken anything, anything that would have saved his face with the rank and file. But the operators knew they had him with his pants down.

So, Ham-head Curran was up the creek. What did he do then? He couldn't threaten the operators with a strike. No, he sat down and wrote a long and fancy telegram to the President of the United States (poor FDR—he receives so many telegrams every day).

Ham-head whined and sniveled about what bad boys the shipowners were and what a good boy he was. He told how he wanted to do his duty by "Democracy," but the shipowners wouldn't let him.

If Curran thinks he is defending "Democracy" by selling out to the shipowners, then his brand of "Democracy" is the same as that used by "Banana" Robson.

Men that sail the ships are for Democracy—industrial as well as political. Under the heading of industrial democracy comes the right to bargain collectively and the right to enforce that bargaining with a strike—if necessary.

WHEN DEMOCRACY ENDS

When the right to strike is taken away, whether by employers or so-called labor leaders, at that moment democracy ends for the seamen. All the fine phrases about blows against Fascism abroad will not cover up such a victory for Fascism at home.

As to what is going to happen to the NMU and its negotiations with the operators—we can't say. One thing is certain, however, Curran will try desperately to reach some compromise that will save his face. Whether or not the operators will allow him to do this is problematical. But face-saving or not—Stalin has spoken and Curran will jump through 10,000 hoops before he'll tie up the ships. The rank and file seamen will receive just what the operators are willing to give them. No more—no less.

Again Curran proves himself an agile follower of the Communist Party line. Again the rank and file seamen will get it in the neck. Good conditions are only won by militant trade unionism—not by slippery political maneuvers.

F.D.R. PLANS TO ARM U.S. MERCHANT SHIPS

BONUS MONEY

The crew that made the last complete voyage on the S.S. Pan Gulf, signing on May 27th at Baltimore and signing off Oct. 10th, 1941 at Boston, have approximately \$40 retroactive bonus money that is due them. Collect at any Waterman Line office.

The crew that payed off the Robin Sherwood Sept. 30, 1941 have \$30 retroactive bonus money due them. Collect at Robin Line, 39 Cortland St., New York City.

signed
JOHN HAWK

Anti-Aircraft and Anti-Sub Guns to be Manned by Navy Crew of Eleven Men per Ship

As President Roosevelt presses his demand in Congress for revision of the Neutrality Act, the U. S. Navy and the Maritime Commission are laying plans for the arming of merchant ships with anti-submarine and anti-aircraft guns when that revision becomes reality.

According to Navy sources, guns are not available to fit out all these vessels, but sufficient are in stock to arm the ships sailing the more dangerous routes. Another hitch is the fact that not all merchantmen have the structural strength needed to carry the weight of guns and the shock of recoil when fired. Only the cream of the Maritime Commission built ships will be used. It is estimated that ultimately sixteen hundred ships will be armed.

Some 150 vessels completed since the outbreak of the war are already fitted with brackets to carry the de-Gaussing equipment which protects against magnetic mines by nullifying the magnetic field of the ship.

Most experts admit that the contemplated new armament will not furnish really effective protection for these ships and the men who sail them. This is particularly true as far as submarines are concerned. It is difficult to hit a submarine from the unsteady platform of a freighter poop. Such a sub gun will serve only to keep the attacker submerged. Since submarines discharge their torpedoes from this position anyway, the guns will have little effect.

As far as anti-aircraft guns are concerned, the story is pretty much the same. The record of anti-aircraft fire on land is poor enough. Place one of these guns on the bobbing deck of a ship and try and hit a dive bomber! Furthermore, German bombers are skilled at using cloud cover to swoop low over merchant ships at "zero altitude" and thus making the high angle anti-aircraft guns all but useless.

Indications are that the men to fire these guns will be drawn directly from the Navy. It will require about eleven gunners for each armed merchantman.

These Navy gunners will probably have had little merchant marine experience. They will have been accustomed to the shipshape and efficient quarters aboard modern battleships. Their new assignments will be difficult and dangerous for both them and the union men they will work with.

These Navy men will find that the merchant seamen will welcome them aboard and will stand unflinchingly by their side through all dangerous actions. The shipowners will find, however, that the seamen will not allow the presence of Navy men to be used as an excuse to break down union wages and working conditions.

Marine Cooks Demand Officials Open Contracts

The rank and file members of the Marine Cooks and Stewards of the Pacific Coast (CIO) are in full revolt against their Stalinist-dominated leaders and are angrily demanding that these leaders quit crawfishing before the shipowners or else go back to sea.

The Secretary and Assistant Secretary of the MCS recently notified the shipowners that the Union did not desire to open the agreements for revision. These sell-out artists assured the operators that wages and working conditions were entirely satisfactory as far as they were concerned. The only trouble was that they figured without the membership.

In the *Voice of the Members*, a rank-and-file paper started a month ago, the members of the union express, by telegram and letter, their dissatisfaction with present conditions and their distrust of a leadership that finds things on board so rosey.

The following is a front-page editorial published in the Oct. 4 issue of the *Voice of the Members*. It sums up the case of the men who actually work aboard the ships.

(TEXT OF EDITORIAL)

"Bros. Burke and O'Donnell have taken the liberty of notifying the Shipowners that we, the membership of the Marine Cooks and Stewards, are not in favor of opening our agreements. These officials have the unmitigated gall to tell the Companies that you and I are content in continuing to work another year for nine hours a day, Saturday afternoons

(Continued on Page 2)

New Phone Number

The telephone number of the National Sec'y-Treas. has been changed. The new number is Bowling Green 9-8346 in New York City. The office of the New York Agent has been transferred from the second floor to the fifth floor — Room 502.

BULLETIN

The Committee on Candidates of the SIU has recommended to the membership that the period for nominations to 1942 Union offices, be extended for 30 days. If accepted, this would extend the deadline for nominations to Nov. 19th and would mean that the new officers would be inducted into their posts on the first Monday in February.

The New York Branch has acted favorably on the recommendation. The other branches up and down the coast will vote on the question on Monday, Oct. 27th.

The Committee on Candidates accompanied its request for an extension of time, with the explanation that many of the candidates already nominated had not submitted all the required papers to make them eligible under the constitution of the Union. Such extension would afford these Brothers ample time to establish their eligibility as well as giving the membership an opportunity to make further nominations.

It was stressed in the Committee's report that any Brother that has already accepted nomination for office, can NOT switch his candidacy to a different office. New nominations may be made, but only those that have not already accepted, are entitled to this privilege.

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of the
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Affiliated with the American Federation of Labor

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 25, Station P, New York, N. Y.
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The Storm Comes Closer

Developments in both the Pacific and Atlantic this week gave the Roosevelt administration fresh ammunition to fire at those members of Congress who still oppose American participation in the war.

In the Atlantic three ships were torpedoed, one a war ship. The U.S.S. Kearney, a new destroyer, was attacked 300 miles off the coast of Iceland by a submarine which the Navy Department charged was "undoubtedly German."

Two Maritime Commission freighters were sunk. The S.S. Bold Venture went down about 400 miles west of Ireland, and the S.S. Lehigh was sunk just south of Dakar, on the west coast of Africa.

In the Pacific the increasing tension between Japan and the United States resulted in a Navy order to all merchant ships to seek "friendly ports." Henceforth no U.S. ship will be allowed out of port unless her course and destination have official Navy approval.

President Roosevelt seems determined to force a showdown with both Germany and Japan. The week's developments brought closer the actual shooting stage of the undeclared war between America and the Axis powers. In line with war preparations is the story, from authoritative quarters, that the Maritime Commission has notified the shipowners that the Army may at any moment issue an emergency call for all available ships for service to the Philippine Islands. It is reported that merchant shipping is being assembled for service to Vladivostok.

The Press Sounds Off

No seaman needs much convincing as to the corruptness of the employer-run press after the "fair play" dished out to the Seafarers International Union in the course of the historic bonus beef.

In every port the story has been the same. In every branch of the SIU the anger of the striking seamen was kindled anew every day, as they read the slimy attacks against their Union.

The anti-labor yawp of the pen-prostitutes could be dismissed as jibberish were it not for the fact that they exploit the real hatred of the common people against the Nazi oppressors and distort the genuine desire of helping the oppressed, to achieve their aim. By such trickery they create hysteria directed, not so much against Hitler, as against Hitler's fiercest enemies in the country, the proud and freedom-loving American working stiffs.

One of the most shameless examples of this crooked hand-wringing was an editorial which appeared in the N. Y. Herald-Tribune on September 25th. Its title—"Cost: One Thousand Airplanes"—only indicated its demagogic contents.

Now, everybody knows that airplanes are vital to modern warfare. And everybody wants to see Hitler licked. So, if a strike comes up which involves this important weapon, the Tribune has a simple formula: Paint the strikers up as Hitler's helpers! Smear labor and holler "National Defense."

Fourteen of the struck Alcoa ships, the editorial points out, were carriers of "bauxite ore for the manufacture of aluminum." Then it goes on:

"It is estimated that the interruption of this commerce for a fortnight, aside from the delay it has caused in the construction of the bases, has cost the country 1,000 airplanes."

Who "estimated?" On what statistics is the figure based? No hint of that! No matter, 1,000 planes sounds impressive. It will help to dramatize the issue. It will put over a "point." Here it is, right in the next sentence of the editorial:

"And there was no . . . excuse for the strike," which was "activated by an arrogant impatience with the decisions of government agencies."

Army bases are held up in the West Indies and the strike has cost the country 1,000 airplanes. Who is responsible? Not Alcoa, the steamship subsidiary of the powerful Aluminum trust, which is for "defense" only on conditions that it pays huge dividends. No, sir. Blame the seamen who want a few more dollars in war bonus and risk insurance! They only stake their lives for "defense."

The seamen did not even have an "excuse" for the strike. It was just "impatience" and "arrogance" on their part. Five months

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More About:

Marine Cooks

(Continued from Page 1)
or Sundays at sea and in port, without any improvements in the underpaid classifications, and no fundamental revision of the lousy conditions existing aboard many of our larger ships.

"We state to Bros. Burke and O'Donnell that this impression they have given the Shipowners not only violates the best interests of the membership but is a deliberate falsification of the referendum ballot taken on the question of opening the agreement.

"We state to Bros. Burke and O'Donnell that the membership is ready and willing to reintroduce the fundamental demands proposed at our last negotiations, last September, and enlist the support of all organized labor for their achievement. And we further contend that the major recommendations made by the various ships published from time to time in this paper, must be given every consideration in the coming negotiations.

"Bros. Burke and O'Donnell have plainly demonstrated their unwillingness to fight for a better agreement. We are no longer placing either our confidence or trust in their decision.

"If our Secretary and Assistant Secretary, in their support of the NMU's drive to equalize wages and conditions on both Coasts, think that they are going to bring about that condition by sacrificing OUR wages OUR conditions, and OUR militancy, they are sadly mistaken.

"The membership is willing to fight for its conditions even though the Officials are not. The Voice of the Members will continue to express and carry on that struggle for the building of a stronger and more militant Marine Cooks and Stewards.

The Associate Editors."

Model Contract Seamen Victim Concluded On Of Racket In Great Lakes Dutch Guiana

The Great Lakes district of the SIU has concluded a collective bargaining agreement with the Cement Transit Company which calls for working conditions and wages which have seldom been equaled in the Great Lakes area.

The principal provisions of the agreement are: a base pay of \$155 per month for A.B.'s and Black Gang, two and one-half days paid vacation for every 30 days work, 85 cents an hour for overtime, unloading pay increase of 50 per cent, and seniority conditions that include accumulated seniority for men serving in the army or conscripted for vital defense industries during the "emergency."

LOST

One black overnight bag was taken by mistake from the sixth floor hall in the New York Branch of the SIU. It contains a C.P.O. cap, one stamp set and toilet articles. Please return at once.

William Green Re-elected For Eighteenth Term

Convention Hears Demand for Creation Of a Marine Trades Department

The sixty-first annual convention of the American Federation of Labor re-elected William Green as President for his eighteenth consecutive term. Brother Green faced no opposition for the office and was returned to his post by a unanimous vote.

On the second day of the convention, which was held last week in Seattle, Wash., the assembled delegates turned their

THEY SAIL 'EM UNTIL THEY FALL APART

The S.S. Essex, a 3,000 ton freighter, was built in Philadelphia fifty-one years ago. She was built as a coast-wise ship.

This spring the White Pearl Shipping Corporation bought the antique vessel and put her into deep-sea service between Baltimore and Lisbon, Spain.

On her first trip she managed to wallow into Lisbon, but on her return trip she foundered in a heavy sea and on Sept. 26th was driven onto Southeast Light shoals off the coast of Block Island. Thirty feet of water flooded her engine rooms and the crew was rescued by the Coast Guard Cutter Argo.

When the operators were informed of what happened, Lincoln T. Judd, president of the company, remarked that the Essex had made a "remarkable record" for a ship of her age.

(Only remarkable thing was that the crew got off alive!)

attention to the question of the organization of maritime workers. Delegate Wendell J. Phillips of the Labor Council of San Francisco introduced a resolution calling for the establishment of a Marine Trades Department to supervise the activities of the various AFL maritime unions. Brother Phillips based his resolution on the need of meeting the long trumpeted NMU drive to take over all seamen's unions. Apparently Brother Phillips is unaware of just how Joe Curran's plans have blown up in his face.

The resolution, which follows, was not acted upon by the convention but was referred to the Committee on Organization. Text of Resolution No. 161:

WHEREAS, There now exists within the American Federation of Labor several unintegrated marine groups, and

WHEREAS, This lack of coordination causes dissatisfaction and defections in the ranks of marine workers, and

WHEREAS, This lack of cooperation among marine groups causes confusion, duplication of effort and ignores the real economic problems of marine workers, and

WHEREAS, Certain rival marine groups are now planning a colossal intensified membership drive which aims at a vertical union to contain all these marine crafts and promises direct action for marine workers so organized, and

WHEREAS, The marine unions within the American Federation of Labor regard this threat to their membership as ominous and imminent to their craft unions and are alarmed at the full implications of so sweeping a marine movement, and

WHEREAS, It is the opinion of all qualified marine leaders that a similar movement within the American Federation of Labor can forestall the action described above, and

WHEREAS, Most marine units would prefer to keep their autonomy but appreciate the need for concerted marine action by a combination of all marine crafts acting in unison; therefore, be it

RESOLVED, That the American Federation of Labor, in convention assembled, go on record in favor of establishing a maritime council within the American Federation of Labor similar to the units now functioning for the metal trades, building trades and railroad departments.

stayed overnight and when they came back in the morning they were told by whoever happened to be checking out that they were fined from 15 to 25 Guilders (Dutch money). It seems that these fines do not apply to licensed personnel.

"Now, none of the boys who stayed over night were arrested, put in jail or even tried by a judge. It seems that if the checker liked your looks he would pat you on the shoulder and say, 'Americano, Americano, only 15 Guilders.' But if he didn't like your

(Continued on Page 4)

From time to time petty port officials rig up rackets designed to line their pockets at the expense of visiting seamen. The Seafarers' International Union has been unrelenting in its war upon such rackets.

The crew sailing an Alcoa ship recently encountered such a squeeze. The following letter, written to the editor of the "Seafarers Log", gives the story of what appears to be a new twist in gouging seamen out of some of their hard earned money. This case is now being investigated by the Union.

Editor, Seafarers Log
Dear Sir and Brother:

"In a meeting held on board the S.S. Alcoa Pioneer on Oct. 12, 1941 we, the entire membership of the crew, went on record to complain, and to ask you to publish in the Log, the story of what we consider a racket on the Island of Paramaribo, Dutch Guiana in the West Indies.

"On arriving at Paramaribo we were given a pass to go ashore. When we got ashore we were checked in and told that if we did not check out when the last launch left for the ship at 11:30 P.M., we would be put in jail and fined.

"Well, several of the boys

MORE ABOUT

The Press Sounds Off

(Continued from Page 2)

of fruitless negotiations since the sinking of the Robin Moor—that only shows the lack of patience on the seamen's part.

On the other hand, the decision of the Maritime Commission to sail the struck ships with scabs two days after the strike was called—is undoubtedly the supreme example of patience and courtesy on the part of the Commission and the shipowners, like Robson, who fill its key posts.

After this open and above-board presentation of the facts, and after such an unbiased analysis, the *Tribune* can only offer a corresponding fair solution:

"We have repeatedly," says the editorial, "advocated the imposition of a 'cooling-off' period for defense labor." Then it recommends a supplementary solution which is purported to be in effect in Canada: "After . . . conciliatory machinery has had a chance to operate and a strike vote is in order, that vote shall be by secret ballot under the supervision of the Federal Labor Department."

Here is what the *Tribune* would have the seamen put up with in a dispute like the bonus beef: After voluntarily "cooling-off" your heels for five months, waiting for the operators to condescend and talk terms, you get a compulsory "cooling-off" period. Even when that is over, it will never do for you to conduct your own secret referendum, as per your constitution. No, the government is going to conduct the strike vote for you. You're too irresponsible. \$1-a-Year man (alias "Banana") Robson will help you count the votes and tell you when to strike.

"Neither of these regulations," says the *Tribune*, "challenges the right to strike." Hell, no. They only gag that right so that it can do no harm—to the shipowners, to the Aluminum trust, to the employers in general. In short, to practically all the *Trib's* beet advertisers.

What a katzenjammer these great advocates of government regulation of organized labor would have if it were proposed, for instance, that a government agency composed, say, of the deck, engine and stewards department delegates of an SIU-manned ship sit in at Board Meetings of their trusts and tell them when to vote dividends and how to allocate profits!

No, it's not labor that needs "cooling-off." It's the profiteers who need curbing! No, it's not the seamen who have "cost the country" 1,000 planes. It's the greedy Aluminum trust which has cost the country thousands of planes! It's not the seamen who are impatient. It's the shipowners and the Maritime Commission who are arrogant.

The *Herald-Tribune* is barking up the wrong tree. The people who are helping Hitler and holding up defense are the monopolists who want to crush labor here as the Nazis crushed labor in Germany. Labor is the mortal enemy of Nazism and Fascism. But it realizes that defense against the foe from abroad must begin with protection of labor's rights at home. That's what the seamen have done in the bonus beef.

Longshoremen Get New Wage Boost

The International Longshoremen's Association has signed a new two-year contract with the operators of deep-sea steamship companies. Under the terms of the agreement the hourly rate for longshoremen is increased from \$1.10 to \$1.20. Checkers on the

piers receive an increase from \$8.50 to \$9.25 per day. Overtime rate for longshoremen is also raised from \$1.65 to \$1.85 an hour and will be paid after five P.M. on weekdays and one P.M. on Saturdays.

Negotiations for increased pay for longshoremen employer by coastwise lines have not been completed.

Maritime Officials

The Maritime Commission is under the thumb of the operators today more than ever before.

On September 28th, Admiral Emory S. Land announced that Julius Bouslog had been appointed manager of the Middle Atlantic District, and that John J. Brune would be port agent.

Bouslog came to the Commission from the position of Chicago general agent for the United States Lines.

Brune was the Baltimore representative of the Quaker and California-Eastern Lines.

THOMAS WILHELM

Call Bowling Green 9-3272 as soon as possible.

Don McAlister & Lynners
17 State St., N. Y. C.

DO NOT SHIP!

PERMITS REVOKED

J. A. B. Fontenette
S. L. Grice

INDEFINITELY SUSPENDED

Antonio Avila, G-93
Basil E. Hyde, 7081
Edelmiro Carpentero G-222
Howard M. Hart, 136
William Waddell, 1584

MEMBERSHIP REFUSED

Joseph Stewart
M. B. Muckleroy
Julio P. Rey
Gustaf Johnson
Joseph Corona
J. J. Regan

More About

Guina Racket

(Continued from Page 2)

looks he'd stick you with 25 Guilders.

"Well, anyway it seemed like one big joke as nothing more was heard of this matter until we arrived at Mobile. Then the big surprise came! When the boys went to make a draw from the Old Man in Mobile, he informed those that stayed ashore that some were fined 25 Guilders and that this money was paid by the agent there and that it would be deducted from their wages.

"Well, all of this looks poney as hell. What we want to know is how in the hell can this sort of racket stick when you are not arrested, jailed, tried before a judge, sentenced or fined or even asked to sign for the fines.

"It seems to us like it is high time for someone to stop this sort of racket. The boys have agreed to sign off under protest and take the entire thing up with the Commissioner through the Union. In the meantime this letter may tip-off some of the Brothers so they won't fall for the same racket."

Fraternally yours,
Adolph Capote, 66G

Profits And Patriotism

"More than usual interest was evidenced in ship line stocks especially Atlantic Gulf and West Indies, based on the favorable earnings reports coming to hand. The . . . operators are understood to be reaping considerable gain from the increased shipping activity incident to the defense program."

—The Journal of Commerce, October 15, 1941

A raise in wages for seamen? Hell, no! That's not patriotic — according to the profiteers.

PERSONALS

Arthur Balton

Get in touch with your wife at 320 Westover Ave., Norfolk, Va.

Eddie Merrell

Get in touch with your mother at once. She is ill.

James M. Simpson, Jr.
J. D. Ross, Jr., of Asheboro, N. C., is anxious to contact you.

Lonnie Hendricks

Your birth certificate is with the Agent in Jacksonville, Fla.

John Morris, A.B.

You have \$19.10 coming to you, which may be collected at any office of the Waterman S. S. Company.

Alexander Livingston

Formerly of Lykes Ripley S. S. Co. Get in touch with Mrs. Hugh MacLeod, Union St., North Sydney, Cape Breton, Nova Scotia, Canada. Important.

Kenneth Raymond

Your mother is very ill. Please get in touch with Thelma.

Jack M. Foright

Get in touch with your wife immediately by writing in care of General Delivery, Savannah, Georgia.

New Regulations Governing Membership In the SIU of NA

Dear Brothers:

On Sept. 22, 1941, a resolution was submitted at the regular meeting at New York in reference to closing the books and to reaffirm the policy that was adopted by the Union prior to the Agents Conference that was held in Washington, D.C., on April 30, 1941. This resolution was subsequently carried in a coastwise referendum.

Please be advised that only those men that shipped on vessels under contract to the SIU prior to Sept. 22, 1941 shall be eligible to join this organization. In other words, the books are definitely closed to all ratings that were shipped AFTER Sept. 22, 1941.

Any man that is eligible in accordance with the action taken by the membership as outlined above, shall show definite proof that he shipped prior to Sept. 22, 1941. Such proof shall be a discharge from the vessel to which the man shipped. Unless the above requirement is complied with, no committee shall consider a man eligible for membership in this Union.

In as much as we are compelled from time to time to dispatch men to jobs for which book members are not available, we must revert to the original permit card system. Members applying for permits, or those being dispatched to ships under the permit card system, shall make out the same white application that was used in applying for a book and the investigating committee's recommendations shall be written thereon.

Only those men holding permit cards with SECOND ISSUE stamped across the face of them, shall be eligible to register as permit card seamen.

Any man holding a permit card without the words SECOND ISSUE stamped thereon and has failed to join the Union, shall not be dispatched to a vessel under any circumstances.

Fraternally yours,

John Hawk,
Secretary-Treasurer

New SIU Manned Ship On Its Maiden Voyage

The Alcoa Patriot, new C-1-B cargo vessel, sailed at noon October 18 from Pier K, Weehawken bound for the West Indies with a cargo of materials and supplies for American defense bases. The Alcoa Patriot is the fifth C-1-B type freighter to enter Alcoa service and to be manned by SIU crews.

The ship is 417 feet in length, with a 60-foot beam and is rated at 9,300 tons deadweight. She is propelled by steam turbine engines which develop 4,000 horsepower and gives her a maximum speed of 16 knots.

NOTICE

MAIL IN NEW ORLEANS:

Joseph Barrow, Paul Dixon, George Girard Doty, Robert Fisher, Moses Herano, Charles Jones, Jack P. King, Lloyd McDonnell, Harvey Nelson, Frank Falmer, Clark Hope, Richard Rothrock, Homer Taylor, Edward Yanal, Houston Cooper, Harry Black.

MAIL IN MIAMI:

Herbert Gray, Dennis Hogan, Harry Rogers, Paul Arthofer, L. O. Baker.

MONEY IN NEW ORLEANS:

M. Elks, N. De Long, G. Saucier, Murry Elks, George Saucier.

MONEY IN NEW YORK:

Frank Campbell, Harry Black.

Out Of The MAILBAG

New York, Sept. 23, 1941

Editor, Seafarers Log,
Dear Sir and Brother

The following is a letter that the undersigned sent to the newspaper PM, which was printed in today's edition:

"Lindbergh's latest outburst of bigotry is the straw that broke the camel's back. When a man is permitted to exploit the right of "free speech" in a campaign of racial hatred toward the Jews then he is starting the first step towards a Nazi uprising in this country.

"Even though I despise the Communist Party program, it never did extend itself to the extent of advocating racial hatred in this country. We toss the leaders of the Communist Party in jail for less. What protects Lindbergh from the governmental agents who claim they are out to stop saboteurs of our form of government?

"Does a high government position give Senator Nye the privilege of violating the Bill of Rights?

"I'm against America, going to war, but I'll be damned if I use a race of people to press home my point."

Joseph Buckley

Men Not Properly Cleared

The following men shipped from Baltimore without picking up their picket cards:

- F. Anderson—5956A
- W. Barrett—1001
- O. Barnes—2388A
- F. Barlizo—7464A
- S. Crosby—65G
- H. Englehart—New Book
- J. Green—3G
- f. Galindex—6423A
- T. Harrison—6805A

- F. Harbrianos—New Book
- H. Lynch—23660A
- W. Roberts—4159A
- F. Sellers—302G
- A. Valentine—7G
- R. Williams—6367A
- M. Walker—6576A
- J. Weedan—New Book
- F. Callaghan—6333A
- G. Horner—4934A
- A. La Combe—3561A
- R. Woodford—3032A