

# Curran Bankruptcy Is Revealed At NMU Convention

During this past week the National Maritime Union held its annual convention in New York City. For six days hand-picked delegates dutifully applauded as a seemingly endless parade of speakers discussed everything but the real problems which face the seamen today. This convention served only to further expose the criminal betrayal of maritime labor by Curran & Company, and to reveal the Stalinist trade union line for what it is—pure finkery!

At a time when the shipowners control the government's maritime apparatus and use their new authority to slash at union security and conditions, at a time when union seamen are dying by the hundreds at sea only to have the bosses sit safely at home and pile up profits and plan for the fink hall after their war has been won by the workers, the Stalinist leaders of the NMU spend six whole days beating their guns without uttering a single word of militant unionism.

## CURRAN'S GUESTS

The platform at the convention was practically monopolized by such anti-union characters as Captain Edward Macaulay who lectured and scolded the seamen for their failure to hop, skip and jump every time a labor hating mate or brass hat barked at them. And each time the men were insulted in this manner, the Stalinist leadership would jump up and endorse the slanders and call for "remedial steps."

For it was obvious that the NMU leadership was not interested in conditions for the men—they were interested only in imposing upon the waterfront their own finky line and collecting dues for the Stalinist apparatus. All the convention talk about the check-off system was not because the leadership was concerned about giving union security to the seamen, but because the bankruptcy of the NMU is becoming clear to an increasing number of its members. Finding it difficult to collect dues without giving the men representation, without settling their beefs and fighting for conditions, Curran hopes to keep them in line with the check-off. He hopes to keep the union to-

gether by a deal with the bosses rather than by fighting the bosses.

Echoing the boss slander about discipline aboard the ships, Curran declared that those guilty of "misconduct" should not only be expelled from the union but have their certificates suspended and be brought before the Coast Guard for discipline.

## AIMED AT SIU-SUP

Should such a program be shoved through, no militant union man would be able to go to sea. The mere questioning of the Stalinist sell-out tactics would be sufficient for the NMU leaders to finger a man. This would conceivably affect the SIU and SUP as well as the licensed officers' unions. For with the NMU in the role of stool-pigeon, the security of any individual union man would be endangered for alleged "misconduct." If any government board accepts the NMU recommendations, they would be in a position to sap the strength of the AFL seamen's unions through individual suspension of certificates.

Further, any individual NMU man suspended by Curran for anti-Stalinist opinions, would be prohibited from joining the AFL because his certificate would be lifted. In short, only finks at heart would be safe from the purge.

## POST WAR PLANS

Fortunately the Stalinists are not sufficiently strong to shove such a program down the seamen's throats. But they are a resourceful enemy of the working class, and they will not become discouraged easily. In fact, one of the principal demands of the convention was for "an industry-wide labor, management and government set up in the merchant marine following the war." In other words, they hope to continue to act as the bosses' finger men after the war as well as during it. They don't even envision a struggle against the shipowners once the Axis has been defeated. If their fink program flops now—they will attempt it again in peace time.

## UNION LIP-SERVICE

On the very final day of the Convention the NMU leaders did

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# SEAFARERS LOG

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SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

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## BRASS HAT SQUEEZE FORCES ACCEPTANCE OF RMO CARDS

The SIU-SUP has voted on both coasts to accept the RMO registration cards. This was done after months of battle against the phoney WSA set-up, and only after it became clear that the best interests of the rank and file seamen demanded such a step.

Not only the WSA was lined up against us on this issue, but the full power of the Army brass hats and their allies in the fink led NMU. The Army was threatening to draft our members if they failed to accept these cards, and our union was simply unable to buck the military on this issue.

## NMU SABOTAGE

Had maritime labor been united on this issue from the first, it would have been a different story. Then the full economic strength of all seamen could have been decisively mobilized against the Washington union-haters. But this was not the case. The Stalinist leaders in the NMU, acting in accordance with the finky sell-out line peddled by 13th Street, not only accepted the cards but actively campaigned for them throughout the waterfronts of America.

## FUTURE STRUGGLES

We frankly admit that in this case the combined power of the shipowners—WSA—Army and their NMU stooges was too great to buck in time of war. The acceptance of the RMO cards is a defeat for the union movement—make no mistake about that. But it is by no means the decisive or final battle with the enemy.

Following is the SUP resolution on the acceptance of the cards. It was concurred in by the SIU Branches voting up and down the coast.

## RESOLUTION

WHEREAS, the SUP on a coast-wise scale in the month of March went on record almost unanimously as being opposed to signing the RMO fink cards, the so-called "deferment" cards, as being a move to drive a wedge against our hiring halls and to establish a black listing system on the same line as the old Shipping Board fink halls, and

WHEREAS, at that time the MC&S and the MFO&W also went on record to fight this vicious blacklisting system, but at a later date these union officials reversed themselves and recommended to their membership to sign these fink cards, the same as the comics in the NMU, and

WHEREAS, recently conniving politicians in the RMO, sub-division of the WSA, are working hard and in cahoots with the Selective Service and Draft Boards, to put the finger on SUP men and refusing to give them their deferments unless the request for the men's draft deferment card comes through the RMO, and

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## Draft Board Refuses To Reclassify Strikers

McKEESPORT, Pa.—Here's one draft board that isn't afraid to stand up against anti-labor state and federal administrators.

The board refused to reclassify three striking bus drivers.

Said John T. Walsh, board chairman: "This is a labor dispute and it isn't our job to settle it. We won't stand for intimidation of workmen because they will not do what employers say."

## Green Calls For Purge Of Labor Haters In Congress

NEW YORK CITY—President William Green called upon the six million members of the American Federation of Labor to defeat for re-election every member of Congress who voted for the anti-labor Connally-Smith Act.

Addressing the delegates at the convention of the International Longshoremen's Association, Brother Green declared:

"Get ready for the fight in 1944. Go back home and organize. Let the members of Congress know that labor never forgets. Let them know that they are going to be defeated if they trample upon the rights of the working men of our country.

"Six million members of our American Federation of Labor have been penalized and insulted by the action of Congress in enacting the Connally-Smith Bill over the President's veto."

Mr. Green charged that Congress "wrote a page of shame for the party in control of the Government" by passage of the bill.

## Radio Play Salutes S.U.P. Men For Unusual Courage

The SUP crew of the S.S. Coast Farmer which ran a Japanese naval blockade from Australia to the Philippines to deliver high test gasoline and explosive shortly after Pearl Harbor, was the subject of a radio drama entitled "The Plow that Broke the Sea."

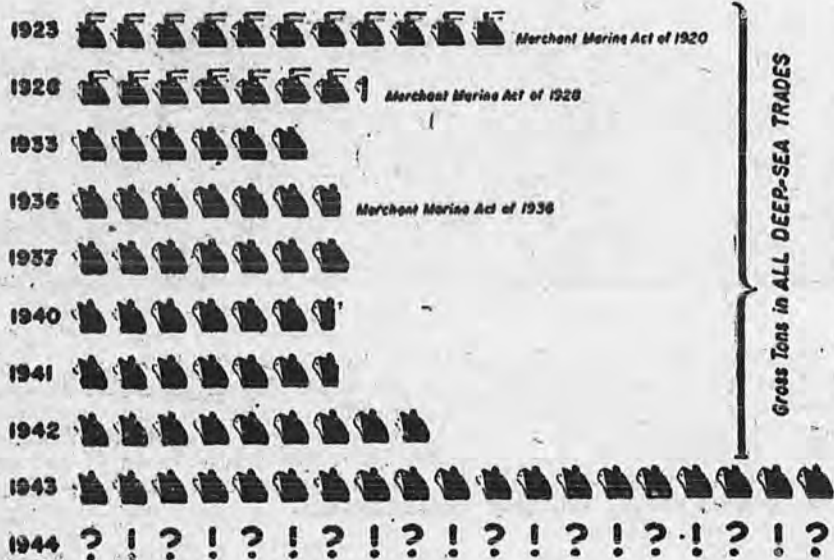
Heard over the National Broadcasting Company network on July 4, the program was the first of a series of 8 which will tell of the wartime shipbuilding program and ship operations as conducted by the Maritime Commission.

The program paid high tribute to the SUP men, pointing out the fact that it takes the competent seamanship of experienced men to handle ships in war time.

The rest of the programs, scheduled for each Sunday evening at 6:30, will probably fall far short of the first, for they are advertised as "telling the story of the Recruitment and Manning Organization." Such material could make an interesting broadcast, but not in the way it will probably be presented over NBC.

## GROWTH of the U. S. MERCHANT MARINE

Each complete symbol represents 1 Million gross tons.



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# REPORT ON WASHINGTON

BY MATTHEW DUSHANE

## MARITIME WAR EMERGENCY BOARD:

In my last report on the advisory committee's meeting, I stressed the point that the board should set some definite rules and set limits to cover when the attack bonus is payable.

In checking on the bonus disputes that have been submitted to the board by the SUP and SIU, my record here shows that the board has ruled over 50 per cent of our claims out. This, to me, is ample proof that the board's decision is either not being properly administered, or they lack ample proof that there was an attack, or if there was an attack, they still haven't set up any specific rules whereby claims can be properly judged.

My feeling on this matter is that the board should set up rules which will clarify when an attack occurred, and in my last report I defined what I feel should cover an attack. I would appreciate comments from the members. My opinion is that the membership should overhaul all the questions that Agent Weisberger asked the board and submit what they feel would adequately cover the confused situation of defining the limits under which port attacks should be payable. I am of the opinion that Agent Weisberger's letter fully covers the questions. What we now need are the answers to his letter, which I'll quote.

"A vessel is anchored within the confines of a river, bay, harbor, etc., awaiting orders as to what shall be done with the ship; whether to proceed to another anchorage or pier, or leave for some other port in some other body of water. Or the ship remains at anchor within a given body of water considered as inside or outside of the bar, jetty, breakwater, etc.

A vessel is at anchor outside or inside the bar, breakwater, etc., or tied up to the docks, or under way from the docks to an anchorage, or from an anchorage to a dock.

If an attack is made by sub, surface ship, plane, or forces ashore, what would be the area to be defined as port or anchorage?"

There are other questions that would involve the claim for payment on an attack bonus. It is nigh impossible to list all of them. My opinion is that the members should give a little thought to the different problems that come up regarding their claims, and submit them to their respective headquarters so that the Union can bring them before the membership for action.

## INSURANCE:

At the last advisory board meeting, I made an attempt to cover some of the problems of our members in their claims for attack bonus, and made certain recommendations to the board. However, my opinion is that the men who are actually undergoing the attack are more qualified to make recommendations, and I would appreciate any com-

ments that our members may have on this matter.

The director of Maritime Insurance, Mr. Percy Chubb, has issued Supplement No. 1, of War-time Insurance Instruction No. 4, and effective July 15, 1943. The rate of \$7.50 per \$1,000 of insurance for each month of coverage, regardless of the voyage involved, is reduced hereby to \$4.00 per \$1,000.

This is for any additional insurance that seamen may care to take. The original \$5,000 that covers seamen is part of our agreement, as per the board's decision, and is still supplied by the employer to every member of the crew without any cost to the seaman.

All seamen are hereby cautioned to be on their guard if they take out this additional insurance, and they must state that they want this additional insurance to cover disability. Otherwise the additional insurance will only cover them in case of death.

## INTERNAL REVENUE:

Some companies have been deducting Victory tax on men's transportation. Have requested a ruling from the director of the internal revenue, and expect an answer soon.

## THE BATTLE AGAINST DISCRIMINATION:

Joe Curran, President of the National Maritime Union, is a man to reckon with these days. According to the PILOT he is the outstanding leader in the fight against discrimination, and as an emancipator for the peoples rights, regardless of race, color, or creed, he ranks the tops.

The NMU PILOT also boasts that through his valliant courage and leadership the NMU is the only union that has adopted the policy of no discrimination, and that all the NMU members have equal rights, work, eat, and sleep together just like one big happy family.

His great achievement is that when colored persons are dispatched to vessels, the white crews are compelled to sleep in the same room with the colored persons or else they are expelled from the Union. This is the philosophy preached by the great Joe, and he attributes the sailing of NMU ships to this philosophy, and boasts of how this contributes to the War effort.

Joe now wants to make a further contribution to the war effort in his fight against discrimination. Not content with colored men and white men sleeping together in the same room on NMU ships, he now wants to include that there shall be no discrimination because of SEX.

Joe and a few NMU men who were torpedoed, met with President Roosevelt, and the great emancipator asked the President why women were being discriminated against by not being employed on board vessels. The President agreed with Joe that women should be employed on board American vessels.

The NMU is now holding its annual convention and the delegates are flooding the WSA with telegrams demanding that women be employed on board American vessels.

As the NMU policy is that all persons are created equal regardless of race, color or creed, and that segregation is discrimination, and that all persons regardless of race, color or creed, shall work, eat and sleep together, we can probably all see what the great Joe is visualizing. So we can look forward to the day when the NMU ships will be manned as follows:

Bosum's room (certified two persons to a room by U. S. Steamboat Inspectors)

Lower bunk, Joe Curran, bosun—upper bunk, Elsie Doublebottom, carpenter.

Sailors' Foc'sl (certified four persons to a room by U. S. Steamboat Inspectors)

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## Belgian Seamen's Union Marks Gain In New Pact

The Belgian seamen's movement, though hard hit by the war and having lost close to 900 men through enemy action, has made considerable strides in recent years and occupies today a leading position among the Allied nations so far as union organization of the seafarers is concerned, an ITF survey of Belgian merchant marine conditions states.

The report was furnished by Omer Becu, Belgian seafarers' representative in the United States, and was made public by the American office of the International Transport Workers' Federation, with which the Belgian Seamen's Union is affiliated.

### 33% OF MEN LOST

With loss of life amounting to nearly one-third of the Belgian merchant seamen sailing for the Allied cause, the Belgian seamen's movement has nevertheless been able to hold its own and to reorganize its forces scattered all over the globe, it was said.

The Belgian seafarers abroad are organized nearly 100 per cent, thus marking the best proportion of seamen's unionization among the Allied nations, Mr. Becu observed.

Wages and working conditions are superior to those of the British seamen, the report pointed out. An A.B. seaman receives £25 in monthly wages and war bonus and £2 monthly continuous service allowance, a total of £27. The monthly wages and war bonus of a second mate or third engineer amount to £35 plus £3 continuous service allowance and £6 10s for stipulated overtime work. The men are paid at the rate of 2s an hour for overtime.

### NEW AGREEMENT SIGNED

An agreement recently concluded in England between representatives of the Belgian Government in Exile, the shipown-

ers and the officers and men's organizations, grants substantial improvements with regard to waiting pay, death and accident compensation, and old age pensions. Though wages remain the same, the daily pay allowance in foreign ports has been raised from 10s to 13s for men and from 12s to 17s for officers. Additional free food and lodging facilities are provided in American and Canadian ports.

## Personals

**SIMON HENRY FORGETTE:**  
Your union book, Australian registration and assorted papers are in the Norfolk SIU Hall.

**J. H. WHITEFIELD**  
Picket cards, photographs and papers are in Norfolk SIU Hall.

**A. MICHLEAU**  
Your shirts were removed from the S.S. Dynastic and are now in the New York hall. Please call for them.



**THEODORE STEINCHE**  
**JOE COUREY**  
**PETER JACKSON** P 8017  
**EDWARD BIRCH**  
**J. SCORTINO**  
**J. B. PILGRIM**  
**O. BOUCHIE**  
**GEORGE H. ALDRIDGE**  
**BOYCE BARTON**

## To Fight Again



Official U. S. Navy photo, released by WPB Labor Press Service.  
The barnacled deck of the battleship OKLAHOMA, capsized and sunk at her moorings in the Japanese sneak attack on Pearl Harbor December 7, 1941, breaks water in the first step in the now well-advanced process of returning her to active duty. Five of her 14-inch guns appear as she is slowly righted in a modern miracle of salvage operations, which will eventually see all but three of the Navy ships damaged on that fateful day back in action.

WHAT'S DOING

# Around the Ports

## NORFOLK

Business is booming in Norfolk with quite a few old time faces showing up for a day or so, then in the usual course moving on, either aboard some outward bound wagon or up or down country to some other Port. Main Street hospitality (with the accompanying copper supervision) is of course responsible to some extent but something else must be wrong. Only today some five or six guys piled off ships with barely enough pay for bus fare to the next port and although the board was full of jobs, they promptly took out.

Another bad factor is the occasional "Bomb shy" guy that discovers he doesn't like the cargo after he has signed on and wants help to get off articles. A regular flood of letters arrives from draft-near sea career aspirants in the hinterland who now desire to serve their country on the high seas. One aspirant was willing to do the union a favor of making a thirty day trip if we could arrange to let him work ashore for six months after that trip so he could make up with his wife.

The RMO, USS, WSA, USMC, and the rest of the bureaucrat alphabet are busy as usual but are receiving little encouragement around here.

**MARTY TRAINOR,**  
Agent

## TAMPA

Things around this port are picking up a little. We have shipped quite a few men to Savannah, Charleston and Wilmington this past week. The Brandywine has been in and have almost completed putting all SIU men aboard her.

I had a run in with the Chief Engineer the last trip. (He is known as a 1st class Scab from Bro. Wallace's report). It seems that the M.E.B.A. in Galveston will not supply any more Engineers to that ship until he gets off. Well, this is the pay off; one of our men who was a fireman on there gave the Chief three days notice that he wanted to get off in Tampa. So on arrival the Chief told him that he would put the FBI on him if he quit.

So on the day of arrival I boarded her and he tells me the same thing. I told him to go ahead and notify all the government officials as this man had been sailing steady for the past two years and had been torpedoed once and I thought that if he would get off the shallow water run and try the deep sea for a while he would change his mind. He stated that the NMU never complained about overtime or anything else. Then I informed him that the SIU and the SUP had fought for overtime and better wages and conditions and that we lived up to our union agreement, and that if he did not like Union men or union ships to hit the dock as there was a union Chief here on the beach that would more than fill his shoes. The deck delegate on there collected

500 hours overtime for the boys and the ones that were non-Union decided that we had something and wanted to join up. It seems that the ship had been run as the officers wanted to run it.

It is DAMN queer to me why men that are sailing ships that are non-union can't see where a union will be of benefit to them.

On that one trip alone the non-union and what is left of the NMU collected more overtime than they had in the last six months.

I received a cablegram from one of the crew on the Pan Orleans that Bro. Walter Smith, Book No. 100 had died in Havana this past week. He had been Boatswain on there for almost one year and was well liked by all the crew and officers. He was one hundred percent union brother and ship mate and we regret his passing away. We also extend our sympathy to his family.

Steady as she goes between the anchors.

**D. L. PARKER,**  
Agent

## PHILADELPHIA

Well, here we go again doing business at the same old place. Banvard of the Robin line in last week. This ship was carrying troops, so that put her in the category of an army transport, so her name for that trip was in reality the United States Army Transport John Banvard (U-S-A-T). Naturally having a title like this the crew is subject to army rule, especially when the ship happens to be in Oran, South Africa.

It seems that the chief engineer aboard was a very lovely fellow, in fact the entire black gang to a man fell madly in love with him. This dignified personage bore the title of Mister (heavy on the Mister) Richard J. Bordeaux, Honorable Chief Engineer (and he doesn't forget to let you know his title). It seems that this gentleman is very handy with a typewriter as he had a typewritten bulletin posted daily for their benefit. One that was very interesting is as follows:

June 23rd, 1943.

S.S. John Banvard

### NOTICE

The first Asst. Engr. has been annoyed enough and has had enough of his time taken up with nonsensical overtime claims, recently, to make up more overtime than the claimers of said overtime have worked during the entire trip. In several instances, two or three men are claiming overtime for the same job at the same time. This is obviously silly, and unless you straighten it out among yourselves, I shall refuse to sign any overtime slips whatever. I am willing that a man should have everything that is coming to him, but he certainly can't have everything that is coming to him, and to everyone else, too.

The captain tells me that he will positively resist any and all attempts to collect overtime for

standing sea watches in Oran. You are paid, in addition to 100% bonus, \$5.00 per day for being in an unsafe harbor, and you cannot have both your \$5.00 per day for danger, and your overtime for standing watches in a safe harbor. You cannot have your cake and eat it, too. The harbor was either safe—or it was unsafe; and what ever was done or wasn't done about shutting the steam off the main engine, cannot alter that fact. The ship was always ready to move by the time she could have been un-moored. We could have gotten her to rolling by the time we got the lines in, or the anchor up; whichever it might have been. Furthermore: it is not necessary for the Chief Engr. to ask anyone except the Captain or the local authorities about whether he shall shut the steam off the main engine or not. Shutting the steam valve doesn't make the harbor safe, and opening it won't make it unsafe. It simply has nothing to do with it; so don't harp too long and often on that point. It won't get you anywhere. The argument about whether or not Oran was safe or unsafe, was settled long before this ship was built, and the best thing you can do is be glad you are getting \$5.00 a day and let it go at that; otherwise you can, and probably will, lose the whole works.

I might also add that there is no such thing as double overtime—or if there is; nobody has ever collected it, yet—and you won't either.

Be sensible: Don't try to get rich in one trip!

**RICHARD J. BORDEAUX,**  
Ch. Eng.

As you can see this individual possesses a very high mentality, just like the baby after each sentence sticks out his tongue at you. As you read the above bulletin you can analyze the man that has written it, you can see that he is very vindictive. Yes, you might even have the impression that the five dollars per day and the one hundred per cent bonus was coming out of his pockets. One thing that really caught my eye was on the above bulletin he stated "be sensible, don't try to get rich in one trip." Can you imagine a guy getting the money that he is getting telling a thing like that to a wiper!

Some stuff I call it.

One of the highlights of this bird's career was when one of the oilers went ashore and missed a watch and when the oiler came back the Chief Engineer, without consulting the Captain, complained to the Army officials ashore and the oiler in question was taken ashore and tried for direct disobedience of orders and being absent without leave and was fined the neat little sum of seventy-five dollars. All this, mind you, without the knowledge of the Captain. So beware of this type of man that would do a trick like that. It might be that he dislikes the Union and he may be trying to start trouble.

The correct procedure in cases like this is when a man is not aboard to stand his watch he is

# Washington Report

(Continued from Page 2)

Lower bunk No. 1, Blackey Meyers, able seaman.

Upper bunk No. 2, Maggie Deeptank, able seamstress.

Lower bunk No. 3, Joe Stack, able seaman.

Upper bunk No. 4, Julie Shaf-talley, able seamstress.

Watertenders' Foc's'l (Certified for 4 persons, U. S. Steamboat Inspectors)

Lower bunk No. 1, Howard McKenzie, watertender

Upper bunk No. 2, Sadie Breast-hook, watertender.

Lower bunk No. 3, Bevo Miller, Watertender.

Upper bunk No. 4, Sophie Scupper, watertender.

Wipers' Foc's'l (Certified for 2 persons, U. S. Steamboat Inspectors)

Lower bunk No. 1, Jack Lawrensen, wiper.

Upper bunk No. 2, Effie Bilge-diver, wiper.

Cooks' room (Certified for 2 persons, U. S. Steamboat Inspectors).

Lower bunk No. 1, Ferdinand Smith, chief cook.

Upper bunk No. 2, Jane Chop-plingblock, 2nd cook.

FLASH—Been advised that all

the skippers are going to make a trip to Washington to see the President, and demand that their quarters be certified for two persons—and that they do not want a hairy chief mate on their vessel. They are going to demand that progress be made, and that they are all in favor of having their chief mates, pretty and petit with cruiser sterns and fairly trimmed beast plates.

I can see a scowl on the face of some of the old timers, but brothers the days are over when a decent sailor could join the Chileano navy, get three good meals a day and a boy and a blanket. So let's up the anchor and heave away for RIO with the NMU new battle cry, "We will keep them sailing if the WSA allows us to take our hay-bags along."

There is a rumor around here that Comrade Stalin has condemned Admiral Land as an enemy of the people, because he refuses to allow women to sail on American vessels and has violated the President's executive order on discrimination, and thereby is classed as a counter revolutionist.

## Out of the Foc's'l

by

J. L.

Beefs are becoming more difficult to settle through the WSA and most of Jack Hawk's correspondence receives the silent treatment in Washington. The only letters he receives from Hubert Wyckoff are complaints about alleged lack of discipline aboard SIU ships.

This is the general line pursued by the WSA and was followed by Captain Macauley when he appeared before the NMU Convention. He knew it was safe to slander the men in the NMU, because Curran would back him up. Macauley, no doubt, boycotted the SIU Agents Conference because he knew he would not receive a very cordial reception for his anti-union line.

△ △ △

To McKay . . . your friend Pop Eye wants to say Hello. Robert Diamond, your son was in Headquarters trying to locate you. Contact us and we will forward you his address. Wallace Royal is now sailing from the West Coast as Third Mate. His friends in the East wish him well.

△ △ △

Harry Collins wishes to remind Thomson that his classification has been changed from 4H to 4F. Joe Penta found Aileen interesting company at the Woman's Republican Club the other night. Carroll Quinnt will soon be leaving for the West Coast and his girl, Friday. Geo. Bunch and Carroll gave the girls a break from Reading, Pa. So Seari and Andy Bailey saw the preview of "For Who the Bells Toll.

called before the Mast and the charge is read to him by the skipper who in turn asks the man in question what he has to say for himself. Whatever his answer is, is put in the log the skipper generally has someone there to witness the proceedings then the man is told that he is logged (2) two days pay and he is given a written copy of the charges. This procedure has been adhered to in most cases for years, but low and behold this being an army transport and the chief engineer being such a lovely personage, naturally he chose the method best suited to himself.

When the ship arrived in Philadelphia, the Coast Guard Intelligence officer came aboard to investigate the man further, and after a lengthy discussion he lifted the man's papers. I in-

formed the Captain of the ship in regards to the matter and he became very indignant over the whole affair. He wanted to know who was the master of the ship. He stated that the oiler in question was a very good man and he was personally going to defend him in front of the Coast Guard and see that his certificates were given back to the oiler in question. Well, there isn't much more to say as things are about normal around here. Brothers Hodge, Gelak, Alleva, and Do-the-Best-you-can-Hillman, have all shipped out on the John Banvard. Shipping is pretty good here, we are short of A.B. for the first time in four months. Well here's to a bigger and better union, steady as she goes.

**HARRY J. COLLINS,**  
Agent

# ACCEPTANCE OF RMO CARDS

(Continued from Page 1)

WHEREAS, these same politicians have now openly stated that no seaman will get deferment unless his RMO card is sent to the RMO when he ships out, and

WHEREAS, this phoney move is just in line with the union-busting policy of this fink outfit called the RMO, and a move to finger SUP and SIU men to the Army because the SUP will not take their finky program now, therefore be it

RESOLVED: That the SUP is still utterly opposed to this finky lash up, but for the protection of our membership and union take the following action:

NO. 1—CARD NO. 47.

When a member of the SUP and SIU sign on board a ship, let the clerk or skipper fill out card 47—and that we give them the information necessary to fill out these cards, but that we do not sign them.

NO. 2—CARDS 48-A.

When a member of the SUP and SIU signs off a ship, he will take care No. 48-A is filled out by the clerk or skipper, (but not to sign it himself.)

No. 3.

When a member of the SUP-SIU ships out again, he gives his 48-A card to the dispatcher who will then forward same to the local RMO office. BUT HE DOES NOT SIGN HIS NAME AS A UNION OFFICIAL, nor the name of the UNION. And be it finally

RESOLVED: That we publicize this widely among our members. (Concured In By Coastwise Membership.)



Cooperation of Navy and Coast Guard planes, blimp and ships brought quick rescue for these merchant seamen after they were torpedoed off the East Coast. The dramatic scene was taken from a Navy blimp which first sighted the survivors and dropped a rubber life raft to them. The survivors landed in Miami, Florida.

## 1942 Shipbuilding Total Surpassed In Six Months

WASHINGTON — American workers in shipyards throughout the country built and delivered more ships in the first six months of 1943 than were constructed in all of 1942.

With the delivery of 168 cargo vessels totaling 1,676,500 deadweight tons in June, production of ships for the first half of 1943 totaled 879 ships aggregating 8,818,622 deadweight tons. In the entire year 1942 the yards produced 746 vessels totaling 8,089,732 deadweight tons.

June construction brought other new records in the record-breaking feats of the nation's shipbuilding industry.

A new record for ships delivered by an individual yard was set by AFL workers, when the California Shipbuilding Corporation sent 20 Liberty Ships into service compared with 18 delivered in May and 19 in April.

AFL workers in the former Richmond Yards No. 1 and 2, now merged into one yard operated by the Shipbuilding Division of the Permanente Metals Corporation of California, turned in a total of 25 Liberties.

As was announced last week in the *Seafarers Log* the majority of construction from now on will be of "Victory Ships" rather than the old "Liberty Ships." The new freighters will be capable of 17 or 18 knots.

(Continued from Page 1) present a list of post war "demands." Even the hardened Stalinists seemed embarrassed over the rankness of their sell-out program, and decided to give lip-service to wages and conditions.

The NMU demanded that the seamen receive, at some future date, the following benefits:

1. **The 40 hour week.** This great, revolutionary demand by the super-militants on 17th street is already a part of the SIU program. It was adopted by the SIU Agents Conference held month before last. The NMU now attempts to get on the bandwagon before it is too late.

2. **Pensions for wounded and disabled seamen.** This demand is pure fraud, and the records will prove it. This spring when the SIU was fighting for pensions, the Maritime War Emergency Board presented its 2nd war risk insurance policy which actually decreased the benefits payable under its 1st policy. The NMU, contrary to what it is now preaching regarding life pensions, introduced to the Maritime War Emergency Board for adoption a policy which was nothing more than a compensation act calling for a ceiling of \$10,000 for total disability or loss of life. It was Dushane, SFU Washington Representative, who demanded at this same meeting that Congress be asked to pass legislation which would pension disabled seamen for life and increase the death benefits. When the NMU now belatedly raises SIU demands as its own, it reveals its double bookkeeping. It has a phoney militant line which it passes out to the membership when things get too hot, but in its back-door dealings in Washington it sells the men down the river.

3. **\$250 monthly war risk bonus.** Ah, their chickens come home to roost. \$250 bonus is what the SIU struck for in the fall of 1941. Curran and company finked on that strike and called it "a bum beef." Now, two years later, they raise the cry as if it were something new that they had just thought up. No, the SIU didn't get a \$250 bonus out of that strike, but it won an increase, and has won several increases since—all of which were passed on to the NMU by the shipowners. The present bonus rate is the direct and exclusive result of the SIU struggle. Any future boosts will be due to the same cause, and not to any wind from Curran.

Curran and Company give lip-service to these demands, but it is only lip-service for they have

no real intention of fighting for their realization.

### PHONEY METHOD

The NMU method makes impossible the winning of any concessions from the shipowners. You can not, at one and the same time, embrace labor-management-government committees as the sole means of struggle and expect to win wage increases and job security. You can not act as the finger man for the bosses and expect to lead the workers in struggle against the bosses. A stool pigeon commands the respect of neither the employer nor the victim.

The seamen know from long and bitter experience that the only way to get higher wages and shorter hours is by conducting relentless and uncompromising struggle aboard the ships and on the waterfront.

But to the Stalinists, "strike" is a horrid word. They have no plans for union struggle. They have, therefore, no plans for winning better wages and conditions. To the principles of unionism, to the welfare of the seamen, they give lip-service and nothing else.

### USUAL FANFARE

The convention was greeted with the fanfare of publicity which usually surrounds NMU projects. The capitalist press, recognizing the fact that the NMU leaders are the bosses' lieutenants, gave the clambake a real build-up. But the time when the rank and file seamen could be sucked in by printers' ink has passed. The seamen have learned that there is no relationship between what *The Pilot* and *New York Times* writes and number of pork chops on the table.

The seamen have learned that they have few real supporters in Washington and that the way to get conditions is not by cocktail parties uptown, but by picket lines on the waterfront.

## Editors Mail

Editor:  
Seafarers Log  
2 Stone Street  
New York City

Dear Sir and Brother:

I would like to congratulate the SIU men on the way you are carrying on the transportation of arms and troops in all parts of the world. The LOG reaches me regularly and gives me great pleasure in reading the true news of true men.

When my outfit crosses to combat duty, it's my prayer that the SIU men are at the helm to steer a good outfit safely to the fight which we all share.

I can think of nothing more to say except keep up the good work and remember what we are fighting for.

Sincerely yours,

Corp. H. R. KERN,  
(A. B.) No. 485

## NMU Panamanian Division Is Found To Be Phoney

A new member of the SIU turned in a membership book in the "Pan American Department of the NMU" and upon questioning revealed that he had been forced into the crummy outfit by the NMU who had an "agreement" with the operators. When he joined he was told that he would enjoy full privileges of a union member.

On board the Panamanian flag ship he found that his wages were some twenty per cent below the American scale. Overtime was sixty cents an hour and try and collect it. The food was lousy and the crew was told that they were subject to Panamanian laws which meant that they were bound to the ship, regardless of the duration of the voyage, for the term of the articles.

When he tried to get the NMU to take up his beefs, they told him "we have no jurisdiction" and the same delegate then proceeded to tell the other members of the crew that they had to sign up or get off. The majority of the crew were Alien seamen.

The NMU used this to levy a toll upon them without giving them any representation.

This is nothing more or less than simple and plain crimping. When a so-called union recognizes two different wage scales they have two standards. Thus the NMU openly admits and practices wage cutting within the industry.

Who gets the piece-off from the operators and how much?

—NORFOLK PATROLMAN

## MONEY DUE

Crew of S.S. Charles B. Aycock have \$125 coming. Collect Mississippi Shipping Company, 17 Battery Place, New York City.

Officers on last trip of S.S. Del Norte have overtime coming. Collect from Mississippi Line, 17 Battery Place, New York City.

Crew S.S. John Stevens and S.S. Pan Gulf have attack bonus coming. Collect Waterman Line, 19 Rector St., New York City.

Firemen on S.S. Richard Alvey have overtime coming. Collect Bull Line, New York City.

Deck Department which made last voyage on S.S. George Gale has overtime coming from Mississippi Line.

Entire Deck Department of S.S. Josiah Parker has overtime due. Collect Mississippi Steamship Company, New Orleans.

Deck & Engine Dept. S.S. Samuel Griffin having personnel effects claim see Robin Line claim agent, 39 Cortland St., N. Y. C.

Steward Dept. S.S. Broholt Livingston have overtime coming. Collect Bull Line.

### ATLANTIC AND GULF SHIPPING FOR JULY 1 TO 10

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	246	153	190	589
REGISTERED	183	201	97	504
ON HAND	112	120	86	318