



NEW ORLEANS S.I.U. OFFICIALS FIND:

Delargentina Case Just Publicity Stunt

Officials of the Seafarers International Union at New Orleans have been engaged in tracking down the facts in the case of the S.S. Delargentina, which several weeks ago was played up by Merchant Marine Naval Reserve authorities as a veritable hot-bed of "subversive" activities. According to a certain Lieutenant Blancq of the U. S. Navy, Nazi swastikas were supposed to have been painted on board the ship and a Union delegate was alleged to have instructed the seamen of the crew not to enlist in the Naval Reserve. These charges were presented to the House Naval Affairs Committee for investigation by Capt. John Shafroth, Navy man in charge of the Naval Reserve Division of the United States Bureau of Navigation, without any attempt being made to verify or substantiate them.

As was reported in the last issue, Agent A. W. Armstrong of the SIU Branch at New Orleans flatly denied the charges as soon as they appeared in the press. The case has been under further scrutiny of the Union since and here is what Brother M. D. Biggs, Gulf District Representative of the SIU, had to report on the whole affair at the last meeting of the Union:

By M. D. Biggs

After thoroughly investigating this case and talking it over with the company officials as well as Daniel Ring of the Maritime Commission, we have come to the conclusion that this was just a cheap publicity stunt on behalf of the Naval Reserve in trying to get men to join up.

None of the statements made in the capitalist press could be substantiated and were proven outright lies, but it has been impossible for us to get in touch with Lieutenant Blancq, who was supposed to have given this information to Washington, D. C. However, we have the promise that Lieutenant Blancq will be made available this week through the 8th Naval District, and he will have an opportunity to back up these statements.

In the first place there were no swastikas painted on the ship, but a young kid about 20 years of age, while cleaning out a paint brush, did make a couple of good luck marks on one of the doors, in a joking way, and the Naval Reserve decided this was their chance to break in on the Merchant seamen.

It seems very funny that this ship was in port twice before I left for Florida and I was aboard the ship on both occasions, but nothing of this nature was ever mentioned.

Also, that they would make the statement that a floating delegate from the Union had broken up a meeting of the crew aboard the ship when we had the sworn statement of the entire crew and officers of the ship that no meeting was ever called.

In addition to this, the Naval Reserve evidently know that they have pulled a big plunder, as they have just recently set up a publicity committee here for the port of New Orleans to make all press releases in the future.

must strengthen their organizations now and build up power during this "boom" in order to cope with its "aftermath." Remember what the shipowners did in 1922?

All S.I.U. Bonus Demands Won From Owners

The Seafarers International Union, as was stated in the last issue of the LOG, demanded of the shipowners a bonus of \$75 for the unlicensed men on any vessel docking at Suez and \$45 per port for every other port in the Red Sea or the Persian Gulf, in addition to the flat \$60 per month war bonus already granted. All of these demands have now been met by every company under an SIU contract operating to the zones mentioned.

Mark down another big advance for the seamen under the banner of the militant SIU!

NEW GAINS WON:

Seatrain Line Agreement Is Renewed

Seatrain Lines, Inc., have renewed their agreement with the Seafarers International Union with many new gains won for the unlicensed personnel. In addition to bringing wages and working conditions up on a par with the best agreements, the Seatrain contract has a unique feature. Aside from the two weeks vacation with pay granted last year, the Company has conceded a demand by the Union for an additional day off, with pay, for every two weeks of service.

M.C. Orders Half Of Coastal Ships Transferred

WASHINGTON, D.C.—The Maritime Commission this week ordered operators of vessels in coastwise Atlantic and Gulf trade to turn over immediately 50 per cent of their tonnage for diversion to trans-Atlantic operation as part of the program of aiding British shipping needs.

In addition, the Commission announced that it had purchased a total of twenty-eight merchant vessels for conversion into auxiliaries and transports for the armed services. Twenty-one will be assigned to the Navy and seven to the Army.

"The order issued today," says the New York Times of June 5, 1941, "raises the question as to what is left of the merchant marine for normal use."

Union seamen will have to be constantly on the alert to see that their hard-won gains in wages and conditions do not go lost in the shuffle amidst all these transfers.

Radio Officers Secure Big Pay Hike on Tankers

NEW YORK, June 5.—The Radio Officers Union, Marine Division, Commercial Telegraphers Union, affiliated with the American Federation of Labor, announced yesterday that it had renewed its agreement with the Cities Service Oil Company with a \$20.00 per month increase in wages for the 14 radio officers employed on tanker vessels operated by the Company. This brings the wages up to the highest thus far paid for radio operating duties by any tanker company in the world. The new wage scale is \$160.00 per month and takes effect immediately.

Another Boom & The Aftermath

As the war boom continues to expand ship-building and cargoes pile up on docks for lack of bottoms, it might be well to bear in mind that there was another war boom once and a similar situation for shipping—and that it had its aftermath. The New York Tribune of twenty years ago, on March 5, 1921, carried the following item:

"Fully a third of the world's ocean-going ships are now tied up for lack of cargoes, and the number is increasing daily. Shipping men put the figure at about 17,000,000 gross tons of merchant vessels out of an estimated total of about 50,000,000 tons of deep-sea-going ships. More than half the ocean tonnage owned by the Shipping Board is included in the aggregate of ships laid up for lack of cargoes."

Are we going to read similar news items a few years hence, when the present war boom subsides? No doubt! Union men

NATIONAL LABOR RELATIONS BOARD

Elections Ordered On Ore Line Ships

The National Labor Relations Board has ordered an election to be held among the unlicensed personnel of the vessels owned and operated by the Ore Steamship Corporation. Balloting, which is to be conducted in the very near future, is to determine whether the men wish the Seafarers International Union to represent them or no union.

This decision of the NLRB is the result of hard organization work by the SIU.

The much-vaunted super-organizers of the NMU, with that highly efficient speller "Dog-face" Lawrenson in charge, could not even place on the ballot! For all of their boasting and all the reams of slander (which goes for "propaganda" among these birds) in the Pilot, they could not even collect enough signatures from the bona fide seamen of the Ore Line to as much as put up a show of a contest!

This is hardly to be wondered at. The bona fide seamen judge by ACTIONS, not words. The SIU can show them ACTION—improvements of conditions all along the line. All the Communist Party stooges in the leadership of the NMU can show—is a record of disruption, wrecking and outright flinching on fellow seamen (such as against the

MEBA in the Export strike recently). No wonder at all that the seamen are beginning to understand the true character of these parasites of the waterfront!

For the SIU, the Ore Line elections will continue the same trend that has been noticed in the past year all along the coast—towards making the SIU the seamen's union in the East.

C.P. PRESSURE GETS

MEBA Export Line Strike Called Off

It took the combined forces of the Communist Party machine on both coasts to finally suspend the increasingly successful strike of the Marine Engineers on the Export Line.

Bringing Harry Bridges from the West Coast by plane and Joe "No Coffee Time" Curran from New York, the Stalinite cabal utilized their connections in the CIO to force the National Executive Committee of the MEBA, meeting in Washington, to order Local 33 of that organization in New York to call off its picket lines around the Export docks.

A fluky clause in the constitution of that organization, requiring two-thirds of the engineers on any line to favor a strike before it could be called, served as the flimsy pretext for this

Printed Matter Unfair to Labor

Union men are asked by the Chicago Printing Trades Council not to patronize the following unfair publications:

- TIME Magazine
- LIFE Magazine
- Encyclopedia Britannica

All these publications are being printed by the labor-hating, open-shop R. R. Donnelly & Sons Co., (Lakeside Press) at Chicago, against which the printing trade unions are carrying on an active organizing campaign.

NOTICE

A new Post Office Box has been secured and it is Box 25, Station P, New York City.

However, the old Box, No. 522, Church Street Annex, is still open and will remain so until its rental runs out on June 30, 1941.

action. That clause, any child could have understood, can be made to apply only to a company already organized into the Union, which the Export Line was not.

However, all the fluky C. P. characters were looking for was a pretext, and anything could be made to serve that filthy purpose.

Local 33 of the MEBA is, however, taking the whole case to the NLRB and considers its prospects good of winning out in the end.

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of the
Seafarers' International Union
of **North America**

Affiliated with the American Federation of Labor

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ADDRESS ALL CORRESPONDENCE CONCERNING THIS PUBLICATION TO:

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

Protect the Union's Future:

Learn from the Shipowner!

Wages have gone up considerably. Bonus pay is picking up. Working and living conditions are more tolerable than they have been for a long time. The Unions seem pretty well entrenched.

Under the circumstances, many a seaman these days gets the notion that we are heading straight for Utopia. That things are going to be smooth sailing for the working stiff from now on for evermore. With such a state of mind, many a seaman is inclined to relax in his vigilance, slump into indifference, draw his pay and spend it without a thought of tomorrow, without a thought of what is really facing him and his Union in the days ahead.

Nothing is more dangerous to the continued welfare of seafaring labor than just this type of attitude.

That's the attitude that fails the Union in a pinch when backing is needed for a fight to get improved conditions.

That's the attitude that brings about thoughtless "job actions" which violate agreements and jeopardize the safety of the Union in the midst of war hysteria.

That's the attitude that leaves the Union treasury empty and the Union itself defenseless in the face of most certain future emergencies.

John Shipowner and the employing class as a whole have an entirely different attitude toward this whole problem. They have long ago realized that the fight between labor and capital is nip and tuck. That in this fight, a concession won today may be lost tomorrow.

Accordingly, **THEY** prepare constantly to meet the requirements of this fight. They build up huge reserve funds to combat strikes, they keep an efficient anti-labor lobby going in Washington day and night, and they organize their goon-squads of company stool-pigeons and flunks, ready to spring into action when the favorable opportunity for them arises.

Right now John Shipowner is frowning considerably at the headway made in recent years by the sea slaves. So are all his employer pals and the head guys among them, the bankers. But they look into the future and see a brighter side to things. Recently the President of the United States declared an "unlimited national emergency" in connection with the war moves abroad. The reaction to the President's speech in these circles was characteristic. Here is how the *Journal of Commerce* reports it on Thursday, May 29, 1941, under the heading "Wall Street Trends":

"One aspect of the President's address which found a favorable response in financial circles was his appeal to labor unions to desist from striking while the emergency continued. Any development which would tend to limit labor's demands at this time would be regarded as highly favorable from the longer term standpoint, since concessions won under the present conditions would not be relinquished when the emergency is over, except after a considerable battle."

These people know that in the last war the seamen's Unions also made progress; that after the war the shipping boom collapsed; that the concessions won by the Unions were slowly but surely taken back by the shipowners; that when the Unions then went out on strike in 1921 to protect their conditions, the Union treasury was usually empty. And, after a short battle the seamen, who only a year or two before had enjoyed high wages and decent living conditions, could easily be herded back to sea slavery.

They know that another such battle, to take back the concessions regained by the seamen most recently, will undoubtedly come soon after the "emergency" or war is over. They don't want too many of labor's demands to be met now, so that it will not be too tough for them to wipe these gains out later. Moreover, they are preparing day and night for that battle with labor. They are building up their reserves.

There is a lesson in this for labor itself to take to heart. The seamen would do well to learn in this respect from the shipowners. We, too, must prepare for the battle. We must not be caught unprepared and defenseless like in 1921. That would be unforgivably shortsighted. That would be cutting one's own throat.

The time to prepare for the defense of conditions gained is NOW. The time to build up our reserves for the inevitable clash with the greedy shipowners is NOW.

The time to build impregnable barriers against a return to sea slavery is NOW.

The time to shell out for a huge strike fund that will enable the seamen to meet any counter attack against their gains is NOW, when pay is high and bonuses soaring.

That is the best insurance that seamen can invest in for the protection of their own future.

The shipowners are doing just that. The seamen can profitably learn from their example in this instance.

BUILD THE UNION STRONG AND FIRM! THE SIU IS YOUR FORTRESS AGAINST THE COMING SHIPOWNERS' ATTACKS ON YOUR CONDITIONS!

Organizers Report On:
ISTHMIAN LINE
ORGANIZING
DRIVE

Good Progress Made;
Asks Cooperation
HOUSTON

May 17, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

Things have been slow this week so far, but I hope to do some business this following week. I am expecting a ship by the name of Nickelliner in this week, and I understand that she is not organized, but if nothing happens, she will be before she leaves for other ports. We have some SIU men aboard her and that helps a lot in organizing ships.

I know that we are very short in key men, but it seems to me that if we could get some of our full book members to take jobs on these Isthmian ships, it would not take us very long to get these ships under our banner. The reason is that they could do quite a bit of contacting aboard, then we would know who to ask for when these ships arrived in port.

It is almost impossible to get aboard them as they all have these finky \$1 a year men as guards, and they would not let Christ aboard without a pass.

The membership must realize that every member in our organization is an organizer and he can do his part at the present by taking those jobs if only to the next port that will give the Union a break, as we must have at least 51 per cent when we call for a vote on those ships.

I have been contacting the boys from some of the Southern S. S. Co. ships and they are real anxious to join up. This is what happened last Sunday nite. There were two of those scows in port, and I was very much surprised when a gang of at least fifteen or twenty men came up to me and asked if I was the organizer. So I said yes, why?

They began to tell me of their troubles, such as they were not getting paid for any overtime and had to work on Saturday evenings. Chow and quarters were lousy and numerous other things that we don't have on ships under our banner. Also that the AB's were paid the sum of \$85.00 per month, time off for overtime. Then that was time for me to do lots of talking which I did. Also gave them some agreements that I had in my room, and believe me, those boys begged me to accept them on the spot. Included were one or two engineers wanting to join up. They said that they had rather work for a company that was signed up with the SIU as Fireman than to work for the Southern as an Engineer.

Brothers, don't that sound as if the crews of those scows want to come in our union? If we will give them the same kind of proposition as we are giving the Isthmian Line, I am sure that that Line will be under our banner within two months.

Fraternally yours,
D. L. Parker, Org.

May 31, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

For the information of the membership, they elected me to organize the Isthmian Line and we are doing our best to line them up, but we must have their

HONOR ROLL DELAYED

Due to the moving of Headquarters from Washington to New York and the delay caused by this move, the reports of donations to the SEAFARERS' LOG have been delayed. These will be furnished complete as soon as compiled.

Keep Union Standards On the Transferred Ships!

The hullabaloo over the Delargentina case has died down. Apparently the Navy's brass hats swallowed a hot potato, when they took up the alleged swastika incident there and tried to play it up. Meanwhile, word has got around that the Delargentina, along with a couple of other Delta Line ships, is to be transferred to the armed forces for use as naval auxiliaries.

Can it be that the cry of "subversiveness" was originally raised in the Delargentina case with this contemplated transfer in mind? Can it be that the whole thing was just an attempt to terrorize the crew and stampede them into the Naval Reserve—and then to continue to man the ship after the transfer at less than half of their present pay?

The Seafarers International Union of North America has set down as its standing policy not to interfere in any way with Naval Reserve recruitment. The Union has no desire and does not claim the power to instruct its members as to the question of joining the Naval Reserve. That is a purely voluntary action. Each man, consequently, has to decide that question for himself.

But it is quite understandable that seamen have been reluctant in volunteering, on their own hook.

The men in charge of the Navy should understand why. It is clear that men accustomed to the present Union wages and working conditions would not voluntarily give up their standards for what amounts to half pay and the curtailment of hard-won rights that have made life on shipboard somewhat tolerable.

Instead of resorting to cheap jingoistic publicity and terrorizing pressure campaigns, the Admirals would do well to get wise and face the facts.

Transfers of merchant vessels for naval use are going on apace. There are less than 1,000 men in the Naval Reserve that they can call upon to man these ships under the conditions they have set down.

In order to man the increasing number of commercial craft coming under their command, the wisest thing they could do is maintain the Union wages and standards prevailing on the ships being transferred into their charge.

The shipowners are not asked to sacrifice half their capital, let alone half their profits, when their ships come under Navy command. Why are such "patriotic" sacrifices asked only of the Union seamen and not of their employers?

Given Union wages and working conditions, the Admirals will have no trouble at all finding competent merchant seamen to work the naval auxiliaries and transports.

No ruses are needed. Just keep the Union standards on the transferred ships!

A Reminder on Dues Payment

All members of the Seafarers International Union of North America, Atlantic & Gulf District, are asked to cooperate with the Union patrolmen in paying their dues promptly. For the benefit of those members who may not be aware of the fact, we are hereby reprinting a resolution on this subject adopted by the New Orleans Branch on February 10, 1941, and later on concurred in by all the other Branches:

"Due to the financial condition of the Union all members while employed shall have their dues paid through the current month and shall not be registered on the shipping list if their dues are not paid through the current month."

help too.

When that company calls the hall for a man, let some full book member take the job and then he can do plenty towards helping line the crew up, and at the same time when we call for a vote on those ships we must have book members or men that are inclined to line up with the SIU to vote

for our Union, otherwise all our efforts and money are spent in vain.

Once we stop we are going astern, and that must not ever happen as long as we live in a democratic country and belong to a democratic Union.

Fraternally,

D. L. Parker, Org.

What's Doing—

Around The Ports

MOBILE

May 19, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

Greetings from this port in the sunny South on Mobile Bay. Business as usual has been very brisk as far as the sailors are concerned here in Mobile.

This coming Friday sees the S.S. Alcoa Rambler coming out of the Drydock to make her initial voyage. She will take a crew on or about Friday and in all probability sail about Monday or Tuesday for the Bauxite Islands and back to the Gulf.

Last week we had the S.S. Francis Salman over in Pensacola, and due to the fact that there was a small beef there and also five replacements to ship for her, we went over. The beef was easily straightened out to the satisfaction of all concerned.

The latest news to come from the Waterman S. S. Co. is that the S.S. Hastings, which has been on the coastwise run, is now going to be changed to the Puerto Rican run indefinitely. That will make a total of four ships on that run.

The S.S. Sacarrappa of the South Atlantic S. S. Co. has been sold to the Alcoa Co. and has been renamed the S.S. Alcoa Cutter. She will probably be put on the Bauxite run.

As the situation now stands, the ships that are on the coastwise run for Waterman will stay there for a while yet. We were under the impression that maybe some of them would be turned over to the Maritime pool, but as yet the Company knows nothing of that.

Since the organization went on record to open the books to bona fide seamen from all available sources, this office has been literally swamped with applications from men who have been wanting to join the SIU of NA for a long time. NMU members who hesitated to take the step because of the uncertainty of the Permit system are joining up. We recognize the fact that even in a Union of the type of the NMU, there are men who would be a credit to any organization. There are also men who would be liabilities to any organization.

The men who fall in the first category are the men that we should be vitally interested in helping because it is a well known fact that they have not been helped while members of the NMU. Now that they know they can get into an organization which is run for and by the men who go to sea in the ships, instead of having a Dictator of the calibre of "No Coffee Time" Joe, this writer predicts that it will be just a matter of a few months and there will be no more NMU.

The latest bit of strategy pulled off by the seamen's great bene-

NOTICE

Men on the beach at BEAUMONT, TEXAS, are advised to get in touch with W. H. Farley, Secretary of ILA Local No. 1610. Brother Farley is getting quite a number of calls for seamen and has agreed to ship SIU men to such jobs. Make sure to register with him if you are on the beach at Beaumont.

factor, "Ham-Head" Curran, when he gave the signal for members of the National Maritime Union to sabotage the picket line of another CIO affiliate should be enough to convince even the most skeptical.

We have seen evidence of the NMU scabbing on the SIU, and, believe it or not, NMU members scabbing on their own NMU members, in the tanker strike. Now we find them living up to the policy as laid down by the "National Council" when they finked on the engineers who were affiliated with the same CIO on the S.S. Siboney.

Is it any wonder that every day finds more and more NMU members in the SIU halls applying for membership in the SIU?

Well, that's about all for this week.

Fraternally yours,
Robert A. Matthews,
Patrolman No. 1.

SAVANNAH

May 23, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

Shipping here in the last two weeks has been very good. S.S. DeSoto came in the other day, and I replaced three AB's, one Oiler and one Fireman. The S.S. Sea Thrush came in with three AB's short, and after looking around all day, I finally succeeded in getting three men aboard.

The following day the S.S. City of Chattanooga came in from New York with three AB's short, and after hunting all over town and the bus station, we finally succeeded in sailing her crewed up. The S.S. Iowan came in with two men short and sailed with one man short.

The S.S. Detroit came in yesterday with two AB's short and finally sailed O.K. The only ship that came in here in the last two weeks that wasn't short was the S.S. City of Atlanta.

As long as there is a shortage of AB's around here, the mates and ship's delegates run me half-crazy trying to find some one for them. Some of these delegates and mates think that all an Agent has to do is reach up in a cloud and, bingo, there is two good looking AB's on his finger tips.

Looks as if as soon as shipping gets good, no one wants to work. At least it looks as if shipping is going to be good here for the next few weeks.

Steady as she goes.
Charles Waid, Agent.

PROVIDENCE

June 3, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

Shipping and business going along good. Had a chance to re-pay Boston for its help in the past. The S.S. Iberville was in, a Waterman ship. While in Boston, met Brothers Mogán and Napi, who were right on the job.

The crews of the Colonial Line ships are pleased with the new agreement which our Brother John Hawk, Sec. Treas., got over. Especially that trip off a month, which the crews have been trying to get for several years.

The S.S. Meteor will start to New Bedford June 25 on her summer run. That will be a boom to the men of this port.

Now the NESSCO officials are getting worried. They are putting two boats in commission this

JACKSONVILLE

May 15, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

The DeSoto came in Sunday with four men short. I shipped two AB's, one Fireman, and one Oiler aboard and then found they had come South with another man short.

* * *

Another Fireman was needed, so I paid the fine of \$5 for a man named Jas. Pollard who was in the Blue Jay. I took him to the ship and got \$5 from the captain. Pollard went ashore later in the evening and didn't return, so I had to refund the \$5 to the captain. The ship sailed later with the Deck Engr. taking one of the firing watches as far as San Pedro.

* * *

The Bosun, Chris Rasmussen, had a run in with the mate about the mate giving the crew orders and called a special meeting which resulted in agreement by all concerned that the mate would give his orders strictly to the bosun and leave the bosun and the men carry out the work without interference.

After much persuasion, the mate signed it and I took it back to Rasmussen, who insisted that the captain sign it also. Rasmussen quit because this was too foolish to even consider, leaving his money behind.

Something should be done to check up on this fellow for quitting at 11 P.M. when the ship was due to sail at 2 A.M. I put another AB on her and one of the other AB's will take the bosun's job. Ship sailed on time.

* * *

The Suwid arrived with two AB's and two OS's short, which I furnished and since then I have had to send to Savannah for an Oiler and to Mobile for three AB's and an Oiler for the same ship. The men got here, but two SUP AB's didn't want her after they got here, so I am trying to get them to stay with her because of the expense money involved. I put a Second Cook on her, too. She is chartered to the Alcoa S. S. Co.

Fraternally yours,
C. M. Rogers, Agent.

NOTICE TO ALL SIU MEN

Canadian Branches of the Seafarers' International Union

When in Canadian ports, visit the halls of the following organizations, affiliated to the Seafarers' International Union of North America:

CANADIAN SEAMEN'S UNION
406 St. Lawrence Boulevard
Montreal, Canada

BRITISH COLUMBIA SEAMEN'S UNION
340-B Cambie Street
Vancouver, B.C.

month and are wondering where the crews are to be had. But when they get wise to themselves and put out some real money, then they can get a crew to sail them.

Fraternally,
J. E. Lapham, Agent.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

Secretary-Treasurer's Office

Room 213 — 2 Stone Street, New York City
P. O. Box 25, Station P Phone: BOWling Green 9-3437

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| TEXAS CITY | 105 - 4th St., N. | Texas City 722 |
| MIAMI | 1348 N.E. First Ave. | Miami 2-2950 |
| SAN JUAN | 8 Covadonga St. | San Juan 1885 |

BALTIMORE

News and Views

Coastwise Shipping Curtailed -- Intercoastal Drop Due -- Support Union Paper

BALTIMORE, Md., May 21, 1941 —Shipping is much as usual around this port with the supply of qualified ratings none too good. The shipbuilding program is beginning to pick up speed with six ships scheduled as ready between May 20 and May 29.

Three of the new ships come to the SIU. The fourth of the new Robin fleet, the Robin Sherwood, was launched here Saturday. The local Bethlehem emergency yard is a month ahead of schedule on the EC-2 or "Liberty Fleet" with two keels laid and delivery of the first of the "Ugly Ducklings" guaranteed by November.

This port will be on a two-newships-a-week basis by the end of the year. We don't blame the Dispatcher for not looking forward to Christmas. All Santa Claus is going to bring him is a large headache.

Coastwise Shipping Curtailed

Establishment of the convoy-shuttle system is playing havoc with schedules these days. Most of the smaller coastwise outfits such as American Range have got out from under while the getting was good and transferred or chartered their ships to off-shore companies. Some of the larger outfits, such as Bull, are holding on, but as the railroads begin to take up the slack, all coastwise ships will gradually move over into the long blue-water trades.

Transfer of 25 the 50 tankers asked for by the Government has already been made to the shuttle service, and the prospects are that more than fifty per cent of the 212 tankers in the coastwise trade will be running into convoy ports on this side before the end of the year.

Intercoastal Drop Due

The intercoastal fleet is also due for a kick in the pants with 50 of the approximately 108 ships in that trade earmarked for this coast. Maritime Commission replacements will, in the main, be shunted to the Coast to pick up on the Australian and Far East runs with the fast 19-knotters reserved for the Malay Peninsula rubber run. Great Britain is pulling as many ships as possible out of the Pacific but can't transfer too many over to the Atlantic until American ships are ready to take over on vital commodity runs.

Support Union Paper

Waterman's Raphael Semmes

stopped by this way last week on her way from and to the Far East. The Semmes had some sweet little beefs requiring straightening, but they were straightened. The crew chipped in with \$14.75 for the "LOG," and we appreciate that. So many of the boys waste their dough on getting "live-one" ratings from the beach-bums in the exclusive Balto and Gay Street gin-mill clubs, it's a pleasure to occasionally run up against a gang of the men who remember they have a Union paper that needs all the support it can get.

Old Sam Gompers said the unions' newspapers were the most important part of the labor movement, and when we read through the average newspaper of today with its strong anti-union bias, we are inclined to think that Sam said a mouthful.

Marine Hospital Red Tape

Some of the fellows aren't speaking any too kindly about our local Marine Hospital these fine days. It seems that it takes just about an Act of Congress to get in the hospital, unless you show up minus a leg or an arm. If you happen to be just plain, every-day sick, a C. C. handout is about the best you can expect. The hospital gets the reputation of being the best in the country as far as the medicos are concerned, and it is a pity that a rep like that should go boom because some one has found a nice, new roll of the old red tape.

Now, Doc, you know an army travels on its stomach and sailors, even sick ones, are not so different from a buck private in that respect. So how about it?

Yours,

Wm. McKay, Agent.

JOE GRANDE, No. 1640

Get in touch with HUGH BROWN, Jr., G. 131, who would like to recover some gear which you are reported to be keeping for him. He may be reached on the S.S. Alcoa Mariner—c.o. Geo. Huggins & Co., Port of Spain, Trinidad, B.W.I., until June 12; c.o. Grace, Kennedy & Co., Kingston, Jamaica, B.W.I., until June 18 and c.o. Alcoa S. S. Co., 254 So. Broad St. Mobile, Ala., on and after June 24.

This Is for YOUR Use, Brother SIU Member

Vital Draft Information For Union Seamen

There have been repeated cases lately in which bona fide seamen who are entitled to deferment as essential to the Merchant Marine have been drafted into the Army. This is not only senseless from the point of view of the seaman involved, who is taken off a defense job in which he is expert and put on a job in which he is altogether raw, but it is definitely contrary to the Selective Service Headquarters regulations themselves.

Only the failure of Local Draft Board members to keep themselves properly informed about the regulations and instructions issued from their own Headquarters is responsible for this time-wasting and efficiency-killing procedure with regard to seamen.

So that seamen may know their rights in this situation and be able to present their case intelligently when they are called up for Selective Service, we bring below the full text of Bulletin No. 24, issued by Selective Service Headquarters for New York City on April 15, 1941, insofar as that document refers to seamen:

SELECTIVE SERVICE NEW YORK CITY HEADQUARTERS

April 15, 1941

BULLETIN NO. 24

TO: MEMBERS OF LOCAL BOARDS, REGISTRANTS' ADVISORY BOARDS, APPEAL BOARDS, GOVERNMENT APPEAL AGENTS.

5. CLASSIFICATION AND DEFERMENT OF SEAMEN

Determination of when a seaman is a necessary man must be resolved by the Local Board in the light of the particular circumstances and in accordance with the three conditions set forth in Paragraph 351, Selective Service Regulations. To assist in this determination, however, the following information from National Headquarters is published for the guidance of all concerned:

"It is believed to be a matter of common knowledge that our Merchant Marine is an essential activity, and that in times of emergency it bears a direct relation to the national defense. It is further believed to be a matter of common knowledge that the United States is engaged in an extensive expansion of the Merchant Marine at this time because of the existence of emergency conditions.

"The United States Maritime Commission anticipates a growing shortage of certain skilled personnel as a result of the expanding ship-building program which may become acute within the next six months."

The Naval Occupational Advisor to National Headquarters and the Director of the Division of Maritime Personnel of the United States Maritime Commission have made the following statements:

"It is anticipated that national shortages will occur in the engine department of merchant vessels, in the grades of firemen and higher ratings; in the deck department, in the grades involving able seamen and higher ratings, which includes boatswains and quartermasters; in the steward's department, it is anticipated also that a shortage of chief stewards, marine cooks and bakers may result. The anticipated shortages also include licensed officers and radio operators.

"Both labor and management in the industry are in accord that such classifications as wipers, ordinary seamen, mess men and mess boys would not normally meet the requirements of Paragraph 351 (b) and (c) of the Regulations."

NOTE: Men who will soon be ready for certificates for higher ratings, as indicated by the length of service shown on the questionnaire, can properly be put in Class II-A as "men in training" for becoming necessary men.

Careful consideration should be given to men who hold the following certificates:

Able bodied Seamen, Firemen, Water Tenders, Machinists, Deck Engineers, Chief Stewards, Oilers, Pumpmen, Electricians-Marine.

"The Naval Occupational Advisor and the Director of the Division of Maritime Personnel of the United States Maritime Commission are of the opinion that even though a seaman comes within one of the groups wherein shortages are contemplated, he is not a necessary man unless such registrant shall have actually worked at sea for not less than an average of eight months per year in the last two years. Local Boards can secure such information from discharge papers or, if the registrant is not able to locate such papers, from an affidavit of the registrant, specifying the vessels and voyages made, which information can be checked with the Bureau of Marine Inspection, Department of Commerce, or with shipping articles or articles of enrollment."

Where seamen are deferred, they shall be placed in Class II-A. The period of deferment in Class II-A may not exceed six months, but such deferment may be renewed from time to time if the local board finds that such continuance is justified under the Regulations.

In applying these broad provisions there must be no deviation from the clear statutory prohibition against group deferments.

Drafted Seamen May Be Released

According to reliable information from Washington, the shortage of trained seamen has come to the attention of the military and naval instances and has caused great concern. The Army is said to have declared its readiness to go so far as to even release men who have been drafted into the Army previously, provided they can show adequate seetime in the higher ratings among the unlicensed personnel. Members of the Union who are in the Army and can meet these requirements should appeal for release to Under-Secretary of War Robert Patterson. Notify the Union office and a Union letter backing up such an appeal will likewise be sent to the Under-Secretary of War.

NEW ORLEANS REPORTS

Delta Line Vessels To Be Taken Over by Maritime Commission

June 2, 1941.

Editor, Seafarers' Log
Dear Sir and Brother:

Shipping around here has slowed down some in the past week, but it is just as hard to get men as when we ship a hundred or more men a week. The shipping lists are pretty big here now, but men are scarce as hell when the jobs are put on the board. Must be too much work ashore for the gang. Shipped about 55 men last week to regular jobs.

At least it looks like a regular shore gang will be hired by the Mississippi Shipping Co. through the hall. Last week they hired a shore gang from the hall with a regular bosun to work the men. All the work over the side on these ships is put out by contract and usually it's a CIO gang that does the work. The cleaning of the boilers and tank tops is also done by this same shore gang. The lowest bidder gets the job, and nine times out of ten this CIO bunch gets the contract. Just one example of the cheap labor the Company can get through contractors using CIO men down here. I hope that in the near future the seamen can get this work at the regular stand-by pay of \$6.80 a day.

Things have quieted down some about the swastikas on the S.S. Delargentina. But something new has come up to take its place that is just as bad to the organization. The Maritime Commission has released an article to the press stating that they will take over the S.S. Delargentina and S.S. Delorleans on their arrival here in New Orleans.

What run they will put them on, or who will operate them is as yet not known. According to what we have heard, the Company will fight to keep these ships. This is one case where we

hope the Company will win out, for by them winning out, they will help us out. If these two ships are taken by the Maritime Commission, and are operated by them, it will put about 130 of our men on the beach.

Not many beefs around here in the past week. Had a beef on the S.S. Delbrasil about finding room for a waiter the Union had the Company put on board. They had an extra large passenger list this trip going south, so they had to put an extra waiter aboard. These ships have hardly any room at all when it comes to putting extra men aboard them.

Since the new agreement with the Seatrain Lines, these ships have been coming and going with very few beefs on them. And believe it or not, they only take one or two replacements a trip.

The pride of the Waterman Fleet, the S.S. El Valle, formerly of the Morgan line and the NMU, will go into drydock this week. It was agreed by the Company and the Union that they would put them in drydock the first chance they had, before any crew was shipped on them. They are what we call rust-buckets extraordinary. She is due in here Wednesday and will go to Mobile as soon as they unload her cargo. They are going to recondition them all the way around.

This ship and her sister ship, the S.S. El Dia, are the only ships in operation that I know of (unless the NMU have more like them) where the crew demanded new canvas and drain pipes to put over their bunks to catch the water that comes through the decks above. Not only did the water leak through the decks on these ships, but even the canvas the men had over their bunks to catch the water leaked, when we took these ships over from the NMU.

When they get through with these ships in Mobile, they should be as good as new, then they will come up to the SIU standard.

Fraternally yours,
"Buck" Stephens.

"Swastika" Squawk Fizzles; An Overtime Beef Is Overlooked

June 2, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

Things are still rocking along here in the Crescent City. The usual in and out run of beefs.

The main squawk of the week was the blasts from the press on the "Swastika" incident aboard the S.S. Delargentina. It seems to the members around here that this is just a cover or smoke-screen for some one that didn't deliver the goods to the payoff men. In this case the payoff men are you and me and every other taxpayer. The Government put out a nice piece of change to recruit members into the Naval Reserve. It didn't take and now there must be some reason shown why it fouled up some place. Result: a nice chance to smear the SIU.

It makes no difference that since the SIU came into being, we have consistently fought all "isms." Now a goat must be had and the fact that some member of our organization, while rubbing out a paint brush, drew three good luck charms which were confused with swastikas, gave the golden grummett to a publicity-loving few.

Found a strange thing happening aboard a floating rust-bucket the other day. The sailors painted out the messrooms and neglected to put in for overtime. The black gang enlightened them on the fact that this was overtime, but still it took the patrolman to convince the men that they were entitled to receive overtime for this work. One more case of the boys not knowing the agreement.

The usual beef is trying to collect overtime on some of the screwiest beefs in the world. Now we have a crew showing up, giving away instead of taking! What next?

Believe it or not, the Seatrain New Orleans was in here with only one small squawk. Here is the payoff. It took only two seconds to square it away, the crew were exactly right and collected. But the Company had a real beef. Seems that a couple of trips ago, the crew squawked for a buffer plate in the bathroom to keep the water from running from one side to the other; this was put in at considerable cost.

This trip the wiper cleaning the toilets thought that too much work was involved in cleaning up, so he drove holes through the plate. Result: right back where they started, except that this will make it harder the next time that something is wanted on one of these ships.

Why, oh why, does one crew demand, then the next crew wreck what is gained? Still they expect to get all demands. Think it over. Steady as she goes.

New Orleans Officials.

also the man who prompted Brother X to bring the radio ashore.

A similar incident happened on a previous Aluminum Line ship I was on last year, to another of our brothers, but in his case the fine was \$70.

In conclusion, the moral of this story is, don't let yourself be taken in by "helpful natives" of British Guiana. You can never tell when you are being baited into "smuggling."

S. T. Nevoia, SIU Deck, 5170.

Out of the Mailbag

Cautions Seamen Against Snares Of Customs Men in British Guiana

New York, May 27, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

After seeing the same gag worked twice and having taken the trouble to investigate it both times, I've come to the conclusion that it's a racket . . . but perhaps I'm just a little bit ahead of my story.

To get to the point, all the Aluminum Line ships making the bauxite run (West Indies, South America and Canada) during the height of the season (generally between May and November) have to lay in the bottleneck, the Demarara River, off Georgetown, British Guiana, sometimes from 7 to 9 days, because the bauxite plant cannot accommodate more than two freighters at one time.

Accordingly, on arrival day in Georgetown, on the last ship I was on, the captain put out a draw and the gang went ashore and blew its top, and the next day the majority of them was broke. According to law, the old man didn't have to put out another draw in that port, and he didn't. Anyway, some of the gang went ashore the following day with the hopes of promoting

something without any money.

While ashore, one of our brother members (we'll call him X, to save him a lot of embarrassment) was approached by one of the stooges planted by the customs officials; "Hey, Yank, if you have an American radio, I know where you can get \$40 for it and no questions asked."

Brother X, without stopping to think, made a date with the customs stooge to meet him ashore the following day and go with him to sell the radio.

Next day Brother X and the stooge went to some store. While the storekeeper made believe he was examining the radio, the "helpful stooge" skipped out. A few minutes later two customs men "accidentally" stepped in, confiscated the radio and arrested Brother X. He ended up by losing his radio and paying a \$30 fine. The alternative was six months in jail.

The following day I went ashore and looked up some family I know and by dint and much persuasion finally got the story. Seems that the customs officials gave 25 per cent of the fine assessed to the informer who was