

SIU Reports On Bonus Meet



Experiments Develop Improved Lifeboat

A new type of lifeboat designed to save many lives has been one of the major experiments of the current war. The lifeboat pictured here was designed to go through the flames of burning oil from sunken tankers as well as protect the seamen from the heat of the tropics and the cold of the Arctic regions.

Its general advantages are as follow:

1. and MOST IMPORTANT.

Protection of sea-disaster survivors under all weather conditions. This is particularly important for the crews of tankers, who have so heroically supplied the fuel for the United Nations war effort and should become standard practice for many other types of vessels in the post-war era.

2. Improved strength of lifeboat constructions, due to additional stiffness and strength pro-

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SIU Fishermen Fight For Living In Dispute With Dealers

ST. PETERSBURG, Fla.—Over four thousand SIU fishermen have been tied up along the entire Florida Coast in protest to the action of the fish dealers in cutting prices 4 cents. Many have been out since June 15, while others in other ports have been out since March. They are all sticking solid, it is learned, here.

The dispute came to a head when the dealers reduced fish prices. The fishermen demand that a minimum price be put on their catches and that guarantees of sale be written into an agreement with them.

The dealers, it is said, have been making attempts to starve the fishermen out and break the Union. Thus far they have met with no success and the solid

front of the workers has held the line.

Following is the text of a telegram from the Sec'y-Treasurer of the Union appealing for aid:

John Hawk, Sec'y-Treas.
Seafarers Union of N.A.
2 Stone Street, N.Y.C.

Over four thousand SIU fishermen have been tied up since June fifteenth in protest against 4 cent

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AFL Exposes NMU Sellout — Curran Does "Flip-Flop" To Gain SIU Conditions

Pall Hall, Seafarers Int'l Union,
2 Stone Street, New York, N. Y.

TELEGRAM

July 1, 1944

At the Maritime War Emergency Board meeting, June 30th, your representative stated that our presence at this meeting did not in any way alter our previous position that the Board has been and did act outside of their jurisdiction as defined in the Statement of Principals we reaffirmed position that we have taken in the past since they cut the bonuses as of April First. Curran and the CIO group who have stated at the last few meetings of the Board that the bonuses were a trivial matter and a dead issue, pulled at this meeting today, one of their famous flip-flops and have now taken the same position the A F of L Unions have followed all along, mainly that a floor be put on bonuses for the duration; also that the insurance be raised to ten thousand dollars. The Board goes into executive session July First on this matter.

DUSHANE - WEISBERGER - HAWK.

By Matthew Dushane MARITIME WAR EMERGENCY BOARD

Held a meeting on June 30 to discuss recommendations and suggestions with regard to matters involving war bonuses and war risk insurance, that have been submitted to the Board by signatories to the Statement of Principals.

The Board has stated that in the meeting that was held on June 6, 1944: "All parties signatory present, except four, confirmed and approved the jurisdiction and authority of the Board as it has been customarily exercised." The SUP-SIU and the MM&P who are affiliated with the AFL were among the four unions that did not agree with the Board that they have been acting in accordance with Exhibit A of the Statement of Principals. The other union was

the Tankermen's Union, (no affiliation).

In the absence of Mr. Padway, legal representative of the AFL, Mr. Robert Wilson, attorney, connected with the legal staff of the AFL was designated to represent the AFL affiliates on the legal question of the Board's authority.

AFL Stands Pat

Mr. Wilson stated to the Board that we were attending this meeting as observers, and that the

SUP-SIU and the MM&P have already presented their recommendations to the Board and that we still stand on these proposals, and that in attending this meeting as observers, we do not waive any legal rights, nor recognize the Board's statement that they were acting in accordance with the Statement of Principles as set forth in Exhibit A; and that if the Board did not accept our po-

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Land Agrees With SIU Plan On Ships' Names

NEW YORK, N. Y.—A letter was received by John Hawk, Sec'y-Treasurer of the Atlantic and Gulf District of the SIU of NA this week disclosing the allocation of the ships that have been named for heroes of the SIU. It is said in the communication that the vessel named for Joseph Squires has been assigned to a company with contracts to the NMU.

However the George W. Alther which was assigned to a company under contract to the CIO organization has been withdrawn and will be assigned to a company under contract to the Seafarers International Union.

According to the letter from Admiral Emory S. Land the Ship Naming Committee of the Maritime Commission is following out the policy of naming ships after seamen who have been posthumously awarded the Merchant Marine Distinguished Service Medal.

This idea was suggested by Brother John Hawk of the Seafarers International Union in a letter to the Admiral on May 31

and was subsequently published in the following issue of the Seafarers Log.

The text of Admiral Land's reply follows:

United States Maritime
Commission
Washington, D. C.

July 4, 1944

Mr. John Hawk
International Vice-Pres. and
Secretary-Treasurer
Atlantic and Gulf District
Seafarers International Union
Of North America
Post Office Box 25, Station P
New York, New York

Dear Mr. Hawk:

Thank you for your recent letter in reference to Liberty vessels named in honor of merchant

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Send More Smokes To Men Overseas

WASHINGTON, D. C.—President William Green appealed to all AFL members to send twice as many union label cigarettes to servicemen overseas in the months to come as before.

He pointed out that Secretary of War Stimson has announced that the number of men in our armed forces overseas will be doubled this year.

The men in uniform deeply appreciate these gifts of union label cigarettes, as is evidenced by their many letters, and the Union Label Trades Department's drive to supply these free smokes to servicemen is "spreading good will for organized labor," Mr. Green said.

SEAFARERS LOG

Published by the

SEAFARERS' INTERNATIONAL UNION
OF NORTH AMERICA

Atlantic and Gulf District

Affiliated with the American Federation of Labor

HARRY LUNDEBERG - - - - - President

110 Market Street, San Francisco, Calif.

JOHN HAWK - - - - - Secy-Treas.

P. O. Box 25, Station P., New York City

MATTHEW DUSHANE - - - - - Washington Rep.

424 5th Street, N. W., Washington, D. C.

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WHAT'S DOING

Around the Ports

NEW YORK

We have just completed a fairly busy week and the membership in this port have had the satisfaction of seeing the wind taken out of the sails of a would-be "Bucko" Skipper. The character to whom we refer is Capt. Hyles of Waterman SS Co. He brought his ship in last trip in about the same state he always brings in ships on which he is skipper.

In other words, he chiseled the men in every possible way and was dictatorial and unreasonable and even had the men logged for laughing at night in their foc'sles. We gave this character the same treatment that New York reserves for all of his type. All of you fellows know what that is—**Settlement At The Point of Production!**

Through Capt. Hyles would-be attempt of robbing his men, it took approximately a day and a half to pay his ship off, and Brother, it was some madhouse before she was all clear. However, when the final score was up, the membership were upheld in all their disputes.

We had the pleasure of seeing an amateur "Sea Wolf" changed into a "Well Shorn Lamb." As is the case with all of these imitation Capt. Blighs, when this man met with the proper representation from the Union and was confronted with the facts of life, he backed up and tried to disclaim responsibility for the sorry mess aboard his ship. No doubt in the future he will be a little more careful in the manner in which he treats his crew and stop abusing and mistreating them. All in all, the officials in this Branch do not expect any trouble from Capt. Hyles on his next trip in this Port.

Two of our Patrolmen, Brother Fisher and Goffin, are on their vacation and although we will miss them very much—as they are both first-class men—they have certainly been working hard recently and two weeks rest should make them come back feeling a hell of a lot better.

We are still going to bat up here for all men who have Coast Guard Charges placed against them and have preserved our record of No Losses so far. I would like to caution all members, however, to be very careful on board ships nowadays in regards to fights, etc. This is a hard rap to beat and it gets harder as time goes by.

You fellows remember, if you have any difficulties, do not settle them on board the ship—settle them on the dock or up the street. In this manner, you can avoid yourself a whole lot of grief when you come in at pay-off. A much better suggestion, however, is when you have a dispute with a shipmate, to sit down and reason the thing out with him rather than act like a couple of first-trippers in trying to knock out each others brains.

The voting on the Building Assessments and Constitutional Amendments is still going strong up this way. To date, we have

voted a record high number of men. Credit for this goes, first of all to a large interest in the Organization's affairs on the members' part.

Secondly, in the comparison some of the members have been making here, in the old building we are in, and the new building we are now fixing up for occupancy soon, and Brothers, there is a lot of difference.

It is my opinion that because of this difference in comparison, men are more than anxious to vote Yes on the assessment, so that in the future no Branch will have to be housed in such an absolute crum joint as this place we are in now.

I see they have put the new crew passes in this Port into effect. In my opinion, this is uncalled for and it is only a restriction move to militarize the maritime industry as it certainly restricts the right of freedom of movement on the seamen's own time. After having it here for a little while, no doubt the Coast Guard will put this system into effect in the outports. It is just another case of one more move to further regiment the Merchant Seamen.

The men who made the last trip on the SS Emerson, Smith & Johnson SS Co., thanks to Patrolman Goffin's persistent efforts, have had the beef settled to their favor. Goffin and I negotiated with these people several days ago on this dispute, and we have been notified today that it will be paid without any further argument. This dispute involves approximately 1600 hours of overtime and is quite a financial gain for that crew. The men involved will be notified of the amount due them.

We still have a few troubles up here with some of the company representatives who are not willing to negotiate a dispute, but insisting on squawking "No, No, No", as soon as they see a union representative. There are a couple of these chiselers in this Port who seem to pride themselves on how much they can thieve from a seaman coming in after a rugged trip.

We hammer away on this type of monek every time we get a chance and are meeting with better success in negotiating with them on disputes. This type of character should be ashamed to look his own brother in the face, as without a question, anybody who would steal from a seaman

today—and that's what it amounts to—after a guy makes his dough as hard as making trips to sea—is in a class all by himself, which is 3 degrees lower than a cockroach.

These same stripe of characters are people who wouldn't be found anywhere close to making a trip on a ship sailing under war-time conditions, not even for a million per month. But in the interests of profits, they will cheerfully chop away a few hard-earned bucks from the seamen who take the risks and undergo the strain and physical hazards.

Yours for less chiselers ashore,
PAUL HALL, Agent

NORFOLK

Well, here comes an article from the 2nd Ranking Port. Certainly we mean Norfolk.

Things are really humming and buzzing down here in the Southern State of Virginia, better known as the home of Smithfield hams. (Sure we have a few other hams also), but the Tarheels from the State of North Carolina claim that they have more full book members in the Seafarers than Virginia. In fact, the North Carolinians are really pulling for a tarheel for President.

Some of the newcomers whom come in from their 1st voyage want to know when headquarters will be shifted from New York to Norfolk. We never debate that

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Navy Uses Phantom Ships For Targets

The Navy is now using phantom ships for target practice, which is much easier and cheaper than the old method of towing targets or sinking old ships that are out of date.

The phantom ships are merely optical illusions but work as well as though they were real vessels.

By use of an offset prism wedge a fire control officer trains a sighting glass on a real ship and then sees another one at some distance away. He directs the fire on the "ghost" ship and can observe the hits or misses as though there were an actual ship in the offing. All the gun crew sees are splashes on a empty ocean.

MONEY DUE

SS LATHROBE: Chas. Parker, F-WT, 24 hrs; L-Chiamesi, Oiler, 14 hrs; Harold Byers, Oiler, 14 hrs; Carl Bean, Oiler, 4 hrs. Six men in Steward's Dept. have 1 hour overtime each for pulling in fog buoy. Collect at Company's office.

Peterson, AB, 39 hrs; W. J. Code, AB, 16 hrs; E. Zavodny, OS, 31 hrs; C. L. Vickers, OS, 23 hrs; O. L. Ames, AB, 22 hrs; E. E. Manz, AB, 34 hrs; R. H. Kletter, Fireman, 2 hrs. Collect at Alcoa SS Company office, New York City.

SS WILLIAM WIRT: Paid off in New York City: Timothy White, DK, 12 hrs; William Leibe, Bos'n, 14 hrs; Joseph Cromcahs, OS, 55½ hrs; L. J. Noel, AB, 54 hrs; Townsend, AB, 54½ hrs; G.

SS JOSE MARTI: Paid off in New York City: Andrew Oliver, F-WT, 36 hrs; J. C. Welborn, Oiler, 5 hrs; Chad Bentley, Deck Eng., 91 hrs. This money is collectable at Bull Line Company's office.

The NMU's Checkoff — — P-f-sss-t!

The National War Labor Board has denied the plea of the National Maritime Union, CIO for the "checkoff" of Union dues on contract ships covered by the NMU agreements.

That is a just and wise decision. Just, in the light of past practices in the industry. Wise, in the sense that the "checkoff" in the hands of the present leadership of the NMU means slavery and exploitation of the American seamen. Their sweetly turned phrase "Dues Deduction Plan" apparently did not fool the members of the War Labor Board.

The "Checkoff" of Union dues itself was not the question. Actually the problem resolves itself into the basic, fundamental rights of American seamen to freedom of choice and of action. The "checkoff" would nullify the meaning of collective bargaining under the Wagner Act and deny the rights of men to choose or change their bargaining agency—i.e.—the Union of their choice.

The "checkoff" would mean freezing of contract relations and the creation of a system of industrial peonage wherein men would be slaves to the machine which controlled the contracts under which they lived. Freedom of action would be denied. Unionism and the Spirit of Unionism would perish AND IN ITS PLACE WOULD RISE THE ROBOT LABOR CONTROL USHERING IN THE ERA OF THE MECHANICAL MAN.

This would be followed in time by the Robot State as the encroachment of centralized bureaucracy which is the machine, became more widespread. Thus, would be born the Stalinist "heaven" and as cogs in the Stalinist machine the NMU leadership sought with might and main to deceive the seamen, the War Labor Board and the American people.

The freedom for which seamen struggle and die would have been set to nought by the NMU demands. The bureaucracy which is fattening upon the lifeblood of the NMU membership would have been certified by a favorable decision and the Seal of the U. S. Government placed upon slavery. The power of free men WOULD HAVE BEEN USURPED by the CP-NMU bureaucracy.

The NMU membership would have ceased to be mem-

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SIU Reports On Bonus Meet

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sition and did not desire our presence at that meeting, they could order us to leave. The three Board members stated that we could remain and would be given recognition as observers.

"Flip Flop" Curran

Curran as spokesman for the NMU turned another flip-flop and stated that his union recommends that the Board establish a minimum bonus for the duration of the war. He did not specify what the amount should be. He also stated that the Insurance should be upped to Ten Thousand Dollars, and that additional insurance should be allowed at the rate of fifty cents per thousand and the Unions to sell this insurance to their members.

Curran in his role as spokesman for the NMU attempted to make the AFL representatives an object of ridicule, because they have the services of an attorney. He was reminded that this meeting was the outcome of the AFL unions' protest against the illegal action by the Board, and that the AFL action in appointing their legal staff to represent us in challenging the Board's decision, made it possible for the unions to be heard by the Board, as stated

in their notification to all parties signatory to the Statement of Principles.

The indications are that the NMU was tipped off that the Board was making some sort of a compromise, and is preparing to make some adjustments in the bonuses and the insurance, and as pr eusual, the NMU were making an attempt to clear their unholy position of the past and trying to grab a little glory for the changes that the Board will make.

Myers the Clown

It will be of interest for our members to re-check on the position taken by Blacky Myers, Vice-President of the NMU in the meeting that was held on April 1. Here is a verbatim statement from the record that was made by this court jester of the NMU: "As I have said at the outset, we know that this bonus thing is a pot of gold in the long run and we are not going to beat a dead horse to death."

There my friends you have the position taken by this "leader" of the NMU, this was at the time when the AFL unions were attempting to reopen the bonus question with the Board.

Further on in his testimony, also taken from the record, My-

SIU Fishermen In Dispute With Dealers

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cut in price by dealers. Several branches have been out since March. Fishermen sticking one hundred percent, but are in bad need of financial assistance at once to feed their families. Strike can definitely be won if men can hold out two more weeks, but unless help arrives quick, dealers may starve men out and break the Union. This help only needed for next fifteen days so any assistance given by our SIU affiliates will be appreciated by Gulf fishermen.

Gulf Coast Fishermen's Union
M. D. BIGGS,
Secretary-Treasurer
Gulf Coast
Fishermen's Union

The Eastern and Gulf District of the SIU of North America is aiding financially.

ers stated: "In so many words, that is the expression of our people and we already contemplate further changes in the bonus as theaters of operations shifted.

not only stated to the Board that the reductions were justified but also encouraged the Board to make further reductions as the theatres of operations shifted.

Now we have the supposedly great 'amancipator' and President of the NMU, Curran, making the statement that there should be no more reductions, and bonuses should be set at a minimum for the duration of the war.

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War Develops Better Lifeboat

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vived by the turtle deck being built as one unit to the hull. This is especially important because during wartime conditions lifeboats are also carried outboard of deck and are subject to loss due to damage from heavy seas. The extra strength provided by the cover, and equipment protection, more than compensate for the small additional cost of construction.

3. The wartime seating capacity is equivalent to standard boat and the weight of the boat, with motor, is 6200 lbs. On new construction gravity davits would be used. It is hoped, in the production model, that the weight can be reduced under 5,000 lbs. by using light metals and careful stress analysis. The boat can be used on a standard davit through the exception allowed by the Coast Guard. The weight is already 3,000 lbs. under the type being produced in Britain.

This design has been subjected to considerable work and study and is not merely a radical design made by someone unfamiliar with the actual conditions found at sea. It has been received favorably by such shipbuilders as Sun Shipbuilding Company. The Kaiser Company, builders of tankers, and the Pennsylvania Shipping Company, operators of large tanker fleets.

The simplicity of design and construction makes it readily adaptable to large production at reasonable costs.

Fraternally yours,
Frenchy Michelet

NMU Fakers Fail In Plea To War Labor Board For Checkoff

WASHINGTON, D. C., July 4—The War Labor Board directed yesterday that 23 Atlantic and Gulf Coast operators' former contracts with the Communist-controlled NMU (CIO) must be continued in effect. Officers of the SIU, on a coastwise basis, however, exposed the weakness of the NMU's case in commenting that "it wasn't the first time that the NMU's officials had ridden on the coat-tails of the SIU-SUP when it came to having conditions handed to them on a silver platter."

For in this instance, according to the War Labor Board directive the NMUers are now to be paid for "overtime pay for work in port between 5 P.M. and 8 A.M., and for work on Saturday afternoons, Sundays and Holidays, other than the usual sea watches."

The Seafarers International Union — while being wholeheartedly in favor of the real seamen of the NMU getting this break—points out that such overtime has been paid to the Seafarers International Union since its inception. It pioneered for these overtime conditions and gained them in its first contracts.

In an issue of the *Seafarers Log* on Jan. 7, 1944 a comparison was made which showed that the NMU had long been working under the scales of other unions through the finky tactics of the NMU-Communist officials. This was again pointed out in a special issue of the *Log* in March which showed a complete breakdown of all NMU conditions in comparison with the average conditions contained in SIU agreements.

The NMU's inability to gain conditions for its members—while challenging the SIU in smear campaigns — has been a continual cause for comment by all the union groups in the mari-

time field. This was occasioned, is said, by the NMU's unwillingness to use economic strength and favor the shipowners. For, in the final analysis, economic strength is the only weapon that some of the shipowners understand.

The instance now before the industry is that the NMU was: (a) Unable to gain conditions by economic action; and (b) Further unable to gain the check-off by political sneaking around back doors with the different "boards" and "bureaucrats" in Washington.

For the record of the NMU's officialdom shows that they sold

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Seamen's Clubs Opened In Britian

Three Merchant Navy Clubs for British and Allied seamen have opened in London, Glasgow and Cardiff and are financed by the funds collected from American Labor, according to the United Nations Information Office issue of Labor News.

Additionally three Rest Break Hostels and one Leave Hostel in London for members of the Women's Land Army have been similarly provided for. The American Federation of Labor as a national body has been active in contributing to these plans.

Seamen sailing American-Flag vessels are welcomed at the Merchant Navy Clubs, it is said.

Editor's Mail Bag

Editor, Seafarers Log
Dear Sir:

It seems to me that the powers-that-be of this organization are overlooking a particularly effective bit of strategy on this all-important bonus question. Now, I am not questioning the sincerity and energy of brothers Lundberg, Hawk, and Dushane: on the contrary, I am sure that we all agree that they are doing everything possible to persuade Macauley and his stooges to change their alleged minds. Nevertheless, it must be obvious to us all by now that our officials are butting their heads against a stone wall when they appeal to those Washington bureaucrats to give the seamen a fair deal. So I suggest that we try to put a little pressure on the board by appealing to the public through the medium of newspaper display advertising.

We have a good case and if it's properly presented it cannot fail to awaken a sympathetic response from the public at large.

Let us remind the public that at the outbreak of the war we voluntarily came forward with a no-strike pledge to the government, a pledge which we have scrupulously observed. Let us remind them that the government in turn pledged itself to maintain the status quo for the duration, a pledge that Macauley and his fellow rats have grossly violated in slashing our bonuses.

Let us remind them that we are the only civilians whose lives are in constant jeopardy; so much so that we have lost thousands of men through enemy action, and that many of our brothers have been maimed besides. Let us re-

mind them that we are grossly underpaid, because if we were to work seven days a week ashore as we do at sea our earnings would be considerably more, with immeasurably less risk.

We can quote statistics to prove that ours is a more hazardous calling than any branch of the armed services and, though civilians, we have nevertheless lost more men in proportion to the number involved than any branch of the armed forces.

Let us forstall any patriotic clap-trap that the phony politicians may have recourse to by pointing out to the public that we are actually worse off financially than the armed forces, for we must pay taxes on our earnings and we are denied all the benefits enjoyed and to be enjoyed by the armed forces.

Now is the time for action, brothers! If these phonies get by with this steal it will only whet their appetite for another slash at our bonuses.

Too bad that none of the brothers on the *Warrior* had a movie camera to catch that ace of phonies, Captain Morgan Hyles, being told off by our very capable New York agent, Paul Hall. When a genuine 21 jewel phoney like Morgan Hiles is made to eat crow—and I do mean eat crow!

We ought to have a cameraman to record the thoroughly enjoyable event for the union archives. Nice going, Brother Hall! Now, if you'll just give your personal attention to those other two overtime chisellers, Hancock, and "Red Lead" Anderson, we can consider Waterman lined up.

Around The Ports

Norfolk

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question, but some of these natives are really becoming militant. In fact, even some of the oldtimers coming into this port for the first time, and seeing all the jobs on the board and the piccards running around like chickens with their necks cut are wondering the same.

D. Stone, Patrolman (*The Don Juan & Casanova of this port*) has been having landlady trouble. He raised so much cane about his rent that the landlady cut it \$5.00 per week, and then old Stoney threatened to move just the same. Whereupon the landlady bought a new rug for Stoney's room, but being the obstinate guy that he is, he moved recently out to another neighborhood.

Quite a few old time tug boat members are inquiring as to why these tugs don't make some other port their headquarters and give the Port of Norfolk some surcease from the headaches developed on and by these same tugs, but they are not bad as far as wages and conditions go, as namely: An AB is good for about 250 dollars a

month; and coal-burning firemen are good for about 225 dollars, but where are the cold-burning firemen. (Colored).

And once again, we are hearing the old cry: "Why can't Norfolk, the 2nd Ranking Port, have a Union Hall in this Port?"

In other words, why doesn't the Union purchase a Hall in this port?

To be sure, we are only keeping in stride with the rest of the Seafarers International Union, wherein other ports have purchased their halls, and others are still clamoring to purchase theirs.

What say Brothers?
Allen (Man Mountain) Burke, our streamlined dispatcher has lost 12 pounds in the past week. We call it his saving on food money, but he states, very avidly, that he has lost all that weight from writing out shipping slips, probationary books, trip cards, and answering a million questions from youngsters who inquire: "Mr. Burke, how can I get on one of those big iron boats in the harbor?"

With best regards to all of the brothers overseas and others waiting here to ship out,
Carl M. (New Orleans) Rogers
Norfolk Agent

Land Agrees With SIU Plan On Ships' Names

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seamen who have given their lives in the present war.

Your request that the JOSEPH SQUIRES and the GEORGE W. ALTHER be allocated to companies under contract to the Seafarers International Union, of which both these men were members, has been discussed with the Assistant Deputy Administrator for Ship Operations, who advises as follows:

The JOSEPH SQUIRES was assigned to Dichmann, Wright & Pugh on April 25 and delivered to them May 31. This company has a contract with the NMU (CIO) but as the vessel is now in operation, it is too late to make any change.

The GEORGE W. ALTHER was assigned to American Foreign Steamship Corporation on May 31 and is scheduled for delivery June 19. Inasmuch as this company has a contract with NMU, it has been arranged to withdraw the vessel from them and assign her to a General Agent having a contract with SIU (A F of L).

The Ship Naming Committee has been requested in the future to mention the name of the ship on which the seaman served or else to give his Union connections in the biographical identifications issued by that office.

Your request that a Liberty ship be named for Harold E. Whitney has been noted. It has been the policy of the Ship Naming Committee to name ships after seamen who have been posthumously awarded the Merchant Marine Distinguished Service Medal, these names being recommended by Admiral Fairfield's Committee on Medal Awards. At the present time we are plan-

ning to expand this policy to include the names of other Merchant seamen who have given their lives under heroic circumstances, and I am suggesting that Harold E. Whitney's name be added to this list.

The Ship Naming Committee will advise you as soon as action is taken.

Sincerely yours,
E. S. LAND,
Chairman

NMU Fakers Fail To Win Checkoff

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the seamen down the river when it came to disputing the recent cuts in the bonuses before the Maritime War Emergency Board.

They did this, it is averred, in the hope of having that same board interceded for them before the War Labor Board in their frantic attempts to get SIU conditions and overtime rates and hours.

It is also noteworthy that the NMU was denied their so-called "incentive-wage plan" as they were denied their plan to sneak in the check-off system and gain an economic stranglehold over that section of seamen now sailing under the NMU banner.

The intent of this is seen to have been a far-reaching plan on the part of the Communists in control of the NMU to gather strength and eventually win domination over the entire body of the American seamen through political string pulling and backdoor rigging: For, it is known, that the check-off in the hands of the NMU's finky officials would have been a powerful weapon in this direction and the creation of a system of industrial peonage among the seamen.

SIU Aids Navy Wives In Hunt For Living Place

NEW YORK—Two Navy wives wanting to join their husbands appealed to the Seafarers International Union here for a place to be found for them to live. It is a little strange, officers of the Union say, that the SIU should be appealed to in the light of the NMU's great claims as to their so-called Social Service Bureau, the USS's useless attempts at social service experiments and the fact that the U. S. Navy has a Navy Emergency Relief Bureau which handles matters of that kind.

However, it goes to show the fame the SIU has gained in being able to get things done for those in or around the marine industry.

The text of the letter follows:
Hudson, Florida
June 25, 1944

Dear Sir:

Two Navy wives are looking for a two bedroom apartment in New York.

We would like to come up there to our husbands but we would like to be sure of a place to stay. Would you find us an apartment? We couldn't pay more than sixty dollars a month.

We both have a baby. Please let us know by return mail.

Sincerely yours,
Mrs. Benny Booth
Mrs. Willie Lovett

Attention!

According to actions taken by the membership of the Union in past meetings in which the membership went on record from time to time all members are instructed to pay their dues and assessments up to the current month in the port of pay-off.

All trip-card men joining as probationary members should also pay their dues and assessments at the port of pay-off when joining the Union. All members should see that this rule is carried out.

SIU Reports On Bonus Meet

(Continued from Page 3)

Myers further informed the Board that the NMU did not expect any relief from the Board as far as the cut in bonus was concerned (Page 36, Minutes of MWEB meeting of April 12, 1944.)

Curran stated that the Board should establish one bonus rate for all waters, this is a complete flip-flop taken from Myers testimony. For in order for the Board to make one bonus rate for all waters, it would be necessary for the Board to increase the bonus rates on the Pacific Coast.

In summing up the position taken by Curran, it is basically the position that has been taken by the SUP-SIU and the MM&P. So it has become apparent to yours truly, that the NMU is again trying to grab some of the gravy that the AFL unions have again led the way in fighting for.

All the other "Charley McCarthys" of the CIO Unions took their usual stand, that they supported Curran in his presentation of the issues involved.

Malone "Peeps"

Malone of the MFOV gave his usual little peep, and as Blackey Myers has stated, he tried to grab the limelight in that floor show without paying his cover charge.

Malone's main line of chatter was that he is greatly relieved by the Board's decision, as it relieves him of the responsibility of having to meet with the operators to try and arrive at a just bonus, he contends that even he had to go down to some of the ships and try and get the crews to sail them, because they were dissatisfied with the bonuses that were then in effect.

Too bad that the Sec'y-Treas. of the MFOV had to lower his dignity to go on board a vessel that the union had under contract and personally contact members of his union, to try and get them to sail because they were not satisfied with the bonuses.

The indications are that the crowd of Union representatives who sat across the table from the AFL union representatives, are tickled pink that this Board has

assumed the jurisdiction of making decisions on their own motion, as it relieves them of the responsibility of negotiating an agreement on bonuses and insurance. That is their only reason why they wish and demand that the Board continue to operate. (Records of the meetings held will bear out these statements.)

They are not interested in the justice of any of the decisions, nor are they concerned with the Board's authority, nor the agreements that they signed with the operators when they signed the Statement of Principles.

Their main concern is that they have no responsibility for any of the decisions made by the Board. And state to their membership that they must not violate any of the agreements that the Union has with the employers.

Still the Statement of Principles was an agreement that the Union had with the employers, and when the arbitrators (Maritime War Emergency Board) violated that agreement, we witnessed the spectacle of the Union officials condoning the arbitrators (MWEB) action, in violating an agreement, that these same officials can then demand of their membership that they not violate any of their agreement, but in addition impose themselves up as a judge and jury and levy a fine for a violation.

It seems to me that the rank and file of a union should also levy a fine against any officials of a union, when they condone any violation of an agreement, whether it be the Maritime War Emergency Board, National War Labor Board, or any arbitrator, or Government agency, or any persons or agencies.

It seems to me that the Board are about to make some adjustments on the bonuses and insurance. So Brothers stand by and grab the latest from the NMU, and the other groups who have been condemning us for our stand, as they are now paving the way to grab the credit for something that they were unsuccessful in sabotaging.

**Every Dollar Helps
When It Is Invested
In War Bonds.**

The NMU's Checkoff — P-f-sss-t!

AN EDITORIAL

(Continued from page 2)
bers and would have become, through Cause and Effect INDENTURED SLAVES OF THE CP-NMU leadership.

This decision means that the Wagner Act regarding Collective Bargaining is still operative and the Law of the Land. No doubt this decision is highly displeasing to the volunteer Labor Fronters who run the NMU—Messrs Browder, Hudson and Company. We hope it grips their souls.

This decision means that American seamen in the NMU have the right to choose their future bargaining agency. Men are free to choose, and pay Union dues as freemen and not check-off slaves.

The NMU contracts are not fixed and immutable. The Wagner Act and the National

Labor Relations Board elections still function and will be in effect at the end of the present conflict. The freedom we fight for is preserved. The CP controlled NMU leadership will have to face their membership, give an account of their stewardship, and be judged by NLRB ballot boxes.

Vast sums of money were expended to put this sweetly scented Checkoff Plan across on the NMU membership. Highly trained writers are paid high salaries for propaganda purposes. Coercion was used to force the men to sign the "Dues Deduction Cards."

Communist officials of the NMU at high salaries spent all their time and effort to put the scheme across—to "stabilize" the NMU officialdom at the seamen's expense. More moneys were spent by the Communist-CIO lobbyists in

Washington commonly known as the CIC "Maritime" Committee.

The decision of the NWLB removes the threat to the American seamen and restores to them, individually and collectively the rights to Life, Liberty and the pursuit of Happiness. There can be none under the "checkoff" manipulated by totalitarian schemers.

The doors are open for post war elections and freedom of choice by the present NMU membership. Their spiritual, moral and physical rights have been safeguarded and head on encroachments upon our way of Life defeated by this Just and Wise decision of the NWLB.

The loss of the Lakes elections, followed by this American decision by the NWLB are crushing blows against the Communist-NMU Labor Fronters.