

SECURITY
IN
UNITY

SEAFARERS LOG

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



VOL. III

NEW YORK, N. Y., TUESDAY, AUGUST 26, 1941

440

No. 16

With the Connivance of the Maritime Commission

N.M.U. & SHIPOWNERS COMBINE TO DISRUPT SEAMEN'S UNITED FRONT ON WAR BONUS

WASHINGTON—With the collusion of Curran and McKenzie, the misleaders of the National Maritime Union, the Shipowners and the Maritime Commission this week succeeded in disrupting the War Bonus Conference called in Washington on the initiative of the Seafarers International Union. The S.I.U., the Sailors Union of the Pacific and the Marine Firemen, Oilers and Watertenders of the Pacific formed a united front at the Conference, held in Washington on August 19th, to obtain bonus pay increases that would constitute a more just and adequate return for the risks seamen are taking in these perilous times. Only Curran and Co. busted up this united front of the seafaring unions, exposing the fakery of their phoney "unity" campaign.

Union to Act on Army Transport Agreement

WASHINGTON. — With the Panama and the Oriente to join the Delargentina into the Army Transport Service in September, the SIU took steps last week to get an agreement with the Government on improvements of conditions and wages for the crews.

The Delargentina has been in the Service for some time, with men hired through the SIU hall in New Orleans. Since no overtime is paid and since Union meetings are not allowed on board, nor Union patrolmen and agents permitted to contact the men, a great deal of dissatisfaction has arisen among the crew. The ship has had to sail with as many as six A.B.s short due to this.

In view of this situation, Gulf District officials of the SIU contacted the Army Transport Service to seek an adjustment. The local head of the Service, Col. Fogel referred them to Col. Kells in Washington. In a meeting with the latter, Brother M. D. Biggs received assurances that adjustments will be made to remedy this situation.

Although no closed shop agreement is possible under Army regulations, Col. Kells stated, a common understanding on working rules can be arrived at. While the Army is not permitted under the rules governing the service to pay overtime, they are willing to make provisions for time off in lieu of overtime and to raise the flat wage rate in order to off-set this disadvantage to the men. Col. Kells stated that he will approve any agreement along these lines that the Union representatives can obtain in negotiations with Col. Fogel.

In Next Issue

A detailed financial statement on the income and operating expenses of the Seafarers' Log will appear in the next issue of the paper.

Joint SIU-SUP Report on Washington Conference

The Conference was called to order at 10 A.M. at the Commerce Building on August 19, 1941, with Daniel Ring of the Maritime Commission as chairman. Present were representatives John Hawk and M. D. Biggs of the SIU, M. Weisberger of the SUP, V. J. Malone of the MFOU, and Curran, McKenzie and Haddock of the CIO-NMU. For the steamship operators, there were representatives from practically every company. For the Government there were two representatives from the Department of Labor, three from the Maritime Commission and one from the War Department (Water Transport Division).

After the Maritime Commission hung out the usual welcome sign, etc., the conference started with a general discussion.

Object to Procedure

President Frank Taylor of the American Merchant Marine Institute, who acted as chief spokesman for the operators, outlined his idea of what should be the basis of an agreement to be reached upon regarding the war bonus. This coincided with the agreement the shipowners had reached the previous week in their conference with the Licensed Officers, sold to the latter after five days of hornswoggling. The union representatives immediately objected to this procedure, declaring that they did not want the arrangements made by the shipowners with the Licensed Officers to enter the picture at all.

What the Officers "Got"

The Licensed Officers had demanded 100 per cent of basic wage as bonus pay instead of the 50 per cent they were getting. They compromised on 60 per cent. They demanded \$100 for Red Sea, Persian Gulf, Suez and Russian ports,

but compromised on \$75 for Suez and Russian ports and \$45 for Persian Gulf and Red Sea. They asked that bonus pay be extended to South America, West Indies, Coastwise, Inter-Coastal and Central American ports, which the operators flatly rejected. They demanded \$50 for each port entered in Africa, New Zealand, Australia or the Far East and were refused by the shipowners point blank. They asked for \$10,000 insurance and settled for the present rate of \$5,000.

Looking over the above "gains," your representatives could not see in such an arrangement any possible basis for an agreement on the part of the unlicensed personnel. But that wasn't all. These so-called "concessions" on part of the shipowners were made contingent upon the acceptance by the Licensed Officers of the following stipulations:

1. That any future increase in the war bonus would have to be governed entirely by War Risk Insurance rates on the hulls of ships. In order, for instance, to be able to get an increase of 15 per cent in war bonus for Licensed Officers, insurance rates on hulls would have to increase 50 per cent over their present status. In order to get another 25 per cent in war bonus, insurance rates would have to rise 100 per cent, etc. After that, no matter how much insurance rates go up, bonus pay is to be frozen.

2. Whatever bonus rate is in effect at the time of signing is to remain in full effect for the entire voyage. This means that on ships which are away for eight or nine months, the crews would not benefit at all by any increases gained in the meantime. On the other hand, on ships

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Maritime Council Set Up on New Orleans Waterfront

NEW ORLEANS.—Last Wednesday a Maritime Council, involving all waterfront unions, was set up here with the active participation of the Seafarers International Union.

Included in the Maritime Council set-up, along with the SIU, are the longshoremen, teamsters, towboatmen, checkers, warehousemen, machinists, shipyard workers, radio operators and ship's officers.

M. D. Biggs, Gulf District Representative of the SIU, expressed the opinion that this move is a tremendous step forward in getting the closest cooperation possible among the waterfront

unions in any disputes arising with the shipowners and other employers. It will also help in combatting disruptive activities carried on in the name of the CIO by shady elements. There is no reason, Biggs said, why the Maritime Council should not grow into the strongest organization in the City of New Orleans. Progress of the council will mean that New Orleans is headed towards 100 per cent unionization.

Attention All Agents

W.C. Tankers Will Need Replacements Here

Three West Coast tankers, the AGUAWORLD, the FRANK DRUM and the LEBEC, are coming to this coast with SUP and SIU crews on them. Most of these men will be going back to the Coast overland, and it is up to us to furnish replacements on all three ships in order to keep them under the SUP-SIU banner. So, all agents and patrolmen will have to keep an eye open for these ships.

posing the fakery of their phoney "unity" campaign.

As all hands know, this Conference was called by the Maritime Commission at the request of the SIU, when the Union agreed to release Robin, Calmar and Mississippi ships that were tied up for a higher bonus early in July, in view of the changed conditions brought about by the sinking of the Robin Moor.

Act in Bad Faith

Acting in bad faith, the Commission maneuvered to split up the Conference into three separate conferences, one with the Licensed Officers, one with the radio operators and one with the unlicensed personnel. The Licensed Officers were met with first. In meetings lasting a week, they succeeded in selling the Masters, Mates and Pilots and the Marine Engineers Beneficial Association a bill of goods which gave them a puny increase of ten per cent and tied the whole issue of bonus increases to the fluctuation in insurance rates on

(Continued on Page 2)

Ipswich Crew Helps Win Cilco Strike

BRIDGEPORT, Conn. — The SIU crew of the S.S. Ipswich, Waterman Line vessel, walked off last week in sympathy with dock workers, striking the Cilco plant here for a Union agreement and increases in wages.

Acting in solidarity with the I.L.A. local, the teamsters and the other Building Trades unions, the Seafarers helped push the strike to a successful conclusion.

Only when the Union demands had been granted and the dispute settled did the crew return to the ship. It was a vivid demonstration of the old union cry of the Seafarers: An injury to one is an injury to all.

Published by the
ATLANTIC & GULF DISTRICT
of the
Seafarers' International Union
of **North America**

Affiliated with the American Federation of Labor

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Scavengers In Human Form

New Orleans
August 12, 1941.

It seems that some individuals are "always on the alert to 'cash in' on the hardships and misfortunes of others. This contemptible trait is particularly brought to the fore during any great catastrophe such as a flood, epidemic, fire or famine. The present world crisis is no exception. Of all the low-down, chiseling frauds ever perpetrated, I believe about the worst is the "Birth Certificate Racket."

In these days of espionage and sabotage, it is mandatory that a man be an American Citizen before he may sail on most vessels flying our flag. We all realize this is a just and necessary law. However, there are thousands of capable Americans who are ineligible for shipping berths or defense jobs, simply because they are unable to prove the place of their birth.

During the short while in my

present connection, several instances have come to my attention, where the records were available, but the County Clerk had to have his individual graft before the necessary certificate could be issued. This blood money ranges anywhere from 50 cents to five dollars or more. One Honorable (?) Clerk charged \$2 to "look up" the record and after finding it, asked an additional \$2 for issuing the papers, plus a notary's fee, etc.

Generally, when a man is trying to get a birth certificate, it means he is broke and trying to get a job. And at this particular crucial time, it usually means a job connected with the defense of our country and its principles. So, while this paper would not print what is unanimously thought of these contemptible, unpatriotic blood-suckers; if a motion were made to dump them all, I would be proud to second it.

E. A. Boyd, N. O. Disp.

NORFOLK

August 14, 1941

Editor Seafarers' Log
Dear Sir and Brother:

Things are about the same around this port of lost souls. Some of the boys have made it so tough on the keeper of the Bees at the Chain Locker, in other words the Jolly Blacksmith, that he now closes his establishment at high noon to stop the afternoon performance until the sun goes down.

Shipping has slowed down somewhat on the towboats since Brother Hansen got the boys the last raise. A.B.'s are in a position to make around \$135.00 a month, Cooks \$150.00 and Messmen \$100.00. But it is almost impossible to get coal-burning firemen and oilers. Some of the tugs have laid in as much nine days trying to get a crew.

Since moving to the new location, there have been quite a few letters delivered here for the NMU addressed to 60 Com-

mercial Place, so the supposition is they are to move into the old hall. So, if any of you Brothers do happen into town, just keep on down the street until you get to the ferry building, and it won't be so hard to find.

There have been a lot of men who come to Norfolk and check in the hospital and don't notify the hall. Now if this has been the case with any of the members who don't see the Patrolman while out there, just try and remember it is an impossibility for him to go through the hospital and inquire if each patient is a member of the SIU.

The article that was published in the LOG some time back about the conditions at the hospital here made it a little tough on the Brothers who wrote it, and they were called on the carpet for their efforts. But, personally, I believe things could be checked on out there and the joint cleaned up a bit.

Bud Ray.

Seafarers' Log Honor Roll

Ed Travers	\$1.00
S. S. WARRIOR	5.55
L. Jones	1.00
Anonymous	2.00
S. S. ROBIN LOCKSLEY	5.70
S. S. DEFEND	9.68
S. S. ALCOA RANGER	19.55
Chief Engineer, ALCOA RANGER	1.00
B. J. Smiley	.50
H. A. Smith	.50
S. S. BEAUREGARD	3.30
S. S. HASTINGS	7.02
W. Bade	1.00
S. S. COLLABEE	17.50
W. Hunt	1.50
S. S. MASSMAR	1.00
H. Morgan	1.00
Total	\$79.30

Joint SIU-SUP Report on Washington Conference

(Continued from Page 1)

making short voyages, the crews would get the full benefit of any increases obtained.

Of course, the Licensed Officers covered themselves by obtaining a clause in the agreement which guarantees them any gains whatsoever which would subsequently be given the unlicensed personnel. With this kind of an "escape clause" thrown in as a sop, it was no wonder at all that the shipowner could sell such a phoney agreement to the licensed officers.

SIU-SUP's Counter-Proposals

Your representatives made clear that they would have no truck with this kind of monkey business and further, that they would not relinquish one iota of the fundamental gains made through collective bargaining in the past. We, along with the other union representatives, stated that we were here for one purpose only and that is, to discuss an increase in bonus pay.

The SUP-SIU representatives proposed that all interested parties submit proposals in this regard. The NMU representatives objected to this, on the grounds that they did not initiate this conference and weren't prepared to make proposals, but that the shipowners should make their offer and they would listen.

This the operators refused to do. They stated that their concern was "to stabilize" the war bonus for all runs and that was why they were at the conference. Besides, they did not believe that the bonus should be increased and that the present pay was adequate. However, the operators stated, if they could get some guarantees that would stabilize the bonus pay in the future, they were willing to make concessions.

At this time, the Maritime Commission representatives suggested that the representatives of the Shipowners and the Unions recess and act as a sub-committee to bring back proposals to the conference.

The Unions and the Shipowners acting as a sub-committee discussed the matter of areas to be considered as war zones. Although there was no general agreement on this, we were successful in outlining eight areas for discussion as follows: 1) Trans-Atlantic voyages to Spain, Portugal, East South or West Coasts of Africa, Red Sea, Persian Gulf and India; 2) Trans-Atlantic voyages to Russia, Archangel, etc.; 3) Trans-Pacific voyages to Russia (Vladivostok, Petropavlovsk); 4) Trans-Pacific voyages to Japan, P. I., China, Indo-China, East Indies and Malayan Peninsula; 5) Trans-Pacific voyages to New Zealand or Australia; 6) Canada (Atlantic Coast); 7) Greenland and Iceland; 8) East Coast of South America and West Indies.

The Hull-Insurance Trick

At this point the NMU representatives demanded that the Maritime Commission produce their War Risk Insurance expert to give figures on hull rates. The operators were in full accord with this. The SIU-SUP representatives took the position that hull insurance rates were not at all pertinent to the issue of War Bonus pay and that this was just another attempt to inject the Licensed Officers' phoney agreement as a basis for bamboozling the unlicensed seamen the same as the mates and the engineers. Malone of the MFOW entered a protest for his organization along similar lines. But we were overruled on this, and the joint Curran-Taylor proposition carried. The Maritime Commission jumped into the picture and seized this opportunity to resume the program which they had succeeded in ramming down the throats of the Officers. A brief recess was called.

When the sub-committee reconvened at 2 P.M., the Maritime Commission expert was on hand with statistics on hull insurance rates, etc. He was questioned by various participants of the Conference and in many instances could not give data on hull insurance rates which were requested. He stated that it would take a week to ten days for him to compile complete data on the rates in the last war.

Curran Shows His Hand

At this point the NMU officials seized the opportunity to break up the conference. Stating that since the data requested could not be presented right away, there was no use for them to stay; they said that if the conference continued, it would have to do so without them. They appeared to show the same concern for the hull insurance rates as the shipowners and the same willingness to tie this proposition to the bonus issue for "stabilization."

The conference was then reconvened to hear a report and to enter it in the official record.

After a brief talk by Commissioner Macauley, complaining about the NMU tactics, Curran reiterated his stand. He stated that the conference was the result of a tie-up of a number of ships by a "certain" Union and that he was not interested in "pulling their chestnuts out of the fire." As far as he was concerned, there have not been and will not be any ships tied up that he has anything to do with, and that with this kind of a policy, he and the NMU could guarantee "stabilization" anyway.

Thus, this great apostle of maritime "unity" united with the Shipowners instead of the other unions. Instead of utilizing the conference for joint action against the employers, he used it to attack another Union, the SIU, for its militant action. Instead of pledging united action, he pledged the NMU to "behave" and not to embarrass the Shipowners.

The SIU-SUP representatives replied that they had not asked for any help for any purpose whatsoever from Curran and Co. and did all right for themselves in the past, as they expected to do also in the future—without him and his kind, and in spite of them. Brother Malone of the MFOW took Curran over the coals for his "Prima Donna" behavior and stated that we were all at the conference to get action on a better bonus. By his action, Malone said, Curran was robbing his own membership, as well as that of the other Unions of the gains for which they had sent their representatives to the conference.

Although the rest of the Unions were ready to stay and continue negotiations, the Shipowners welcomed Curran's disruption to announce that they could no longer stay, with "one arch in the circle" absent. Daniel Ring of the Maritime Commission joined in this tactic of blowing up the conference, and it was adjourned.

The entire bonus question will now, thanks to Curran and Co., and due to the conniving of the Shipowners and the Maritime Commission, have to be taken up with the individual companies and by each Union separately. More adequate guarantees of getting something accomplished will have to be given our membership in the future, before they go to the expense of sending representatives to such joint conferences.

As for the bonus issue, the SUP-SIU will continue as before to lead the way to higher and more adequate bonus pay for all seamen.

John Hawk, SIU
M. D. Biggs, SIU
M. Weisberger, SUP.

Curran & Bosses Disrupt Seamen's United Front

(Continued from Page 1)

hulls. The Officers were hornswoggled into accepting such a phoney agreement through the bait of an "escape" clause, which guaranteed them any gains the unlicensed men might get subsequently.

The shipowners and the Commission, after sewing up the Officers in this fashion, then tried to ram the same kind of a proposition down the throats of the

Unions of unlicensed seamen. All the Unions protested this procedure.

Curran Takes the Cue

Then the shipowners again injected the issue of tying the bonus increases to the ships' hull insurance rates in a round-about way. They introduced an "expert" to give figures on hull insurance rates. Curran and McKenzie, representing the NMU, then took the cue and came to the shipowners' assistance in this maneuver. They demanded "more adequate" data from the Commission's insurance "expert." When the latter declared that it would take a week or ten days to get the figures, the two misleaders of the NMU declared that they were walking

out and that was taken as a signal by the operators and the Commission to call the conference off.

By this action, Curran and Co. showed that they were quite willing to fall for the game of the shipowners of tying the bonus up with the hull insurance, their protestations to the contrary notwithstanding. Undoubtedly they have already arranged some kind of a behind-the-scenes deal to compensate them for this service to the employers and for this stab in the back they have dealt the seamen.

The Conference was a wash-out and it is not likely that the bona fide seamen's unions will fall for another such scheme again.

What's Doing—

Around The Ports

PHILADELPHIA

August 16, 1941

As we live and breathe, if the old gang isn't coming home to roost. First it was "Long-drawers" McKeefry. Then "Do-the-Best-You-Can" Hillman, Smokey Byers, Steamboat Glover, Foul-Ball Moore, Resolution Bennett, Tugboat Obbie, and Skid-Road Ossmow, and when that gang gets together in one port, it is enough to make any official grey-headed. Welcome home, boys, but please take your bottles out with you as they clutter up the tea room in the corner.

Old corn-pone Hodge, the oil-burning A.B., is having some difficulty in securing for him self a competent partner in the 6 North 6th Street pinnoche tournament, but we do hope that he won't lose his temper with his pupils, as we are damn near deaf as it is.

We are having quite a time with the Calmar and the Waterman ships that come in to this port. It seems that the A.B.'s are more or less particular about the ships that they sail on, or can it be that the shipowners haven't wised up to the fact that these ships should compensate the men in some way for the lack of adequate bonuses being paid on the more desirable ships going to the Red Sea and points east.

It appears to the writers that if living conditions, such as hotel rooms, restaurant prices, food in general, clothing, train, bus and street car fares, and other essentials have jumped to a high level, not forgetting the rates that the shipowners are receiving at the present, and due to the fact that the shipowners are always down in Washington telling the various Government agencies dealing with compensation for seamen that their main object in trying to pass their various bills is to help further the cause of the American seaman to a higher standard, now is the time to take a lot into consideration. Under the existing circumstances, we believe that it would be in order for these so gracious looker-outers of the American seaman to come to our rescue, and as everything else has gone up, to jack up the wages as well, or maybe they are down in Washington trying to get legislation to enact a law to raise said wages?

Old Brother Buckman, one of the Three Musketeers, is still in dry-dock with his busted piston, so anyone desiring to write to him can do so by addressing it in care of the Phila. Dispatcher. Drop him a line, boys. He will appreciate it.

We are at a loss to determine what to do with the mail that has accumulated in this office for some of our members, and we are sending a list to the Editor in the hopes that he may be able to find space in the LOG to publish it.

Well, we guess that we have said enough for now so until the next time, let us say that a Union is only as strong as the members that are in it make it. Fraternally,

The Three Musketeers,
W. B. B., 1994
J. F. Flanagan, 542
H. J. C., 496

Mail in this port for the following members:

Charles Cini, Joseph Ferguson,
Peter van Ekelenburg, Lloyd Lowndes, Geo. M. O'Dowd, F. W.

Miller, Austin P. Graham, Gregory Heath, David Satchwell, William Stephenson, Charles P. Rogers, George Allegado, David Breining, Ernest Brant, George Clark, William Nash, Anthony M. Ionkonitz, Otis Neal Edwards, W. P. O'Brien, Frank Knowles, John Crum, Roy Killbrew, Stephen J. Manista, August Graser, Allen Moreau, Riley Jacobs, William Hamilton, Geofge Hollenbeck, Earl K. Riley, Edward D. Springer, Alfred Camire, Frank Vilkas, Julius Wishart.

TAMPA

July 31, 1941

Business has improved around the village to the extent that the boys are having to work like hell to keep nearly every ship in from sailing short. The air around the ole fishing hole is much cleaner this week.

"Danny Boy" Moore, after his famous P & O campaign, retreated to the north via Jacksonville. Comrade Roy Weaver has waived himself away ala Tanker R. D. Leonard. Stooze Sosa has settled back to his usual routine around Ybor City and can-shaking on an occasional tanker that lets him on.

We hate to lose these good citizens (of Moscow) from our fair city without giving them a farewell party. Oh boy, what a party that would be. Since Danny's ambition was to get his Comrades into the SIU, we were prepared to offer him a paid-up book to start the ball rolling, provided he had the guts to come up and get it. But alas, he skipped town on us.

I'm afraid it's going to take our Comrades quite a spell to break in on us. It takes a nimble minded guy to even follow the international Commie "line." First, they were the crusaders for a world-wide "revolution of the proletariat," and the violent overthrow of all other governments. Then they were for a world-wide peace, and courted the favor of all other governments. Then for a "united front with the democracies," to oppose Hitler and his "anti-Comintern pact" partners. Then Stalin signed up with Hitler, and their erstwhile friends, the "democracies," became imperialistic plutocracies which they were helping Hitler to destroy. Now Hitler has attacked Stalin & Co. and they are calling upon what is left of the "democracies" for help.

Some fence jumping, huh? Hitlerism and Stalinism flow from the same school of thought—the enslaving of mankind to the mandate of state and government. Regimentation of mind and soul of human beings to a clique of wizards who say: "You do the working; I am wise. I am the technician, I am the master."

If this bunch of kazoonies think they are going to scoop the SIU up like they did the NMU, they are nuts. What they will get is their heads warped a damn sight worse than their brain already is.

Steeley White, 56-G.

RAFAEL ACABEO Ordinary Seaman

Your Union book is at the Savannah Branch office. Write me and let me know where to send it.—SIU Hall, 218 E. Bay Street, Savannah, Ga.

MOBILE

August 16, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

Greetings and salutations from the port of Mobile. At the present time shipping is practically at a standstill here in Mobile, but up until this week it was very lively. Conditions on the ships have been steadily improving, and it is no uncommon thing to go aboard the ships now and have the delegates tell you there are no beefs in regards to overtime and working conditions. Quite naturally, there are requests for repairs or alterations, which are generally effected to the satisfaction of the crews.

The surprise of the year came into Mobile last week in the form of the S.S. Golden Sword. This ship was formerly manned, or I might say under-manned, by members of the NMU. After reading in the Commie-controlled Pilot, in glowing words, of the glorious conditions prevailing in the NMU ships, it took me rather by surprise when I boarded this ship to actually see with my own eyes the quarters on the S.S. Golden Sword.

You readers would not believe it without also seeing it with your eyes. I am not yet accomplished enough as a writer to describe the conditions on this ship as they were when she arrived here in Mobile.

Suffice it to say that the majority of the crew found it much more comfortable sleeping in the shelter deck than in the quarters. This ship was turned over to Waterman, and naturally the crew was shipped from the SIU hall to take the ship to Canada and then down to Mobile where she will be practically rebuilt.

The crew was paid off with first-class transportation, wages and subsistence back to the port of signing articles. This crew should get a vote of thanks for agreeing to take this ship out under the prevailing conditions. Later on I am going to send picture depicting conditions on this ship, while under the NMU contract and also conditions while under the SIU contract. The results should be interesting.

The S.S. Suwid of the Hedger S. S. Co., is in the dry-dock here, undergoing very extensive repairs. At the present time she is on idle status, sailing indefinite. When she comes out, she will go back on the Bauxite run.

Last week some of the boys here got quite a trip. Waterman ordered a full black gang and steward department to be sent to Los Angeles for the City of Alma. This ship is now making a voyage to South Africa, and the boys should have a nice pay day on their return to the States.

Voting on the Strike Assessment Resolution is now under way and I would like to take this opportunity of reminding you members that you are now enjoying higher wages and better working conditions now than you have ever received before, going to sea. Remember that no Union is any stronger than its Strike Fund. Vote "YES" on the Resolution calling for a \$5.00 Strike Assessment and help to insure the gains in wages and working conditions we have made over a period of years. This era of war-boom prosperity will not continue forever.

That's all for the present.
Robert A. Matthews.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA Atlantic & Gulf District

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Strange Story of "Unseaworthy" Tug That Pays

"Defense" Profits at the Risk of Seamen's Lives: The "Dewey" Case

New Orleans, La.
August 14, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

Around the latter part of June, 1941, the Albert F. Dewey sailed from the port of New Orleans. The latter part of July, 1941, she was condemned by the Coast Guard Antilla and is now lying on the beach waiting for the Lord knows what. Thereby hangs a tale.

Checking on the reasons for this trip at the Custom House, it was found that this tugboat, which was built in Newport News in 1895, was sold to the Jahncke Service, Inc., who deal in sand, gravel and building materials, etc., who have a fleet of worn out barges and tugs which ply on Lake Pontchartrain and the rivers hereabouts. This family also contributes to the nation's brain power, as Ernest Lee Jahncke served as Secretary of the Navy under the Hoover administration. Naturally, one would think that such a prominent family would put the present national emergency program ahead of any monetary gains.

But doing a little checking here is what we find. Jahncke, Inc. bought the Dewey on March 18, 1936, from the U. S. Engineers "IN A COMPLETELY UNSERVICEABLE CONDITION." No information could be obtained as to whether or not any costly repairs were made on the vessel. But on June 16, 1941, for the sum of \$47,000.00, she was sold to the Minden Construction Co. of Illinois, for use in the building of bases in the islands leased to the U. S. by Great Britain. This concern is working under a cost plus ten per cent basis, which makes the chestnut worth \$54,000.00 to you and me, the tax payer. Considering the cost price to Jahncke, Inc., was \$3,775.55, you can readily see how these things work out.

Of one thing we are sure, the fact that the tug was absolutely unseaworthy when leaving the New Basin Canal. She was taking water at such a rate that they had to put into Madisonville for repairs. This, mind you, before she could even get over Lake Pontchartrain. Nearly turning over, 80 miles from Gulfport and again in Panama City, convinced the crew that they had had enough. Upon asking to be paid off, they were appealed to on the grounds that the delivery of the Dewey was vital to National Defense. Being more inter-

ested in the nation's program than in safeguarding their own lives, the SIU crew sailed the ship.

One interesting thing came to life while in Florida. A colored lineman rubbed his eyes, looked at the ship and asserted in no uncertain terms: "I am seeing ghosts." Asked why, he replied: "This same tug, during the Spanish-American War had overturned and drowned a number of Cubans."

Jahncke, Inc., are noted for running their tugs as long as the bottom holds enough to keep some sort of running power in her, so you can see what the crew was up against.

The U. S. Engineers sold this tug as absolutely unseaworthy. They should know, Jahncke used her for five years, then sold her at a very, very, very nice profit. John Sap, the sailor, believing he was helping his country, sailed her. Of course, all the stake he had was his life. What is that against the company's pocket book?

A few questions should be asked about this set-up. One is, who made the Dewey? Another, who okayed the ship as seaworthy? Another, how come a company as big as the Minden Construction Co. can be caught in such a deal? OR WERE THEY CAUGHT?

A few short weeks back was "Aluminum Week." The kids of the country were out bumming aluminum from door to door to help. Mrs. Housewife gave all the pots she thought she could do without. Every week is DEFENSE STAMP AND BOND WEEK. The working stiff throughout the country are passing up a few beers, a show, a ball game, etc., to do their bit. The BOSSES, the CORPORATIONS, etc., are losing sleep to be sure they make unheard of profits.

In the near future the seamen on both coasts are going to be asking for wage reviews.

Do you think that increases will be allowed?

Or do you think that the patriotism of the seamen will again be appealed to?

Summed up, this shows to what lengths the capitalists will go for their lucre!

A. W. Armstrong,
N.O. Agent

John W. Landrigan

Get in touch with the Miami agent. Very important. — Gordon Hales.

A Veteran of the Civil War in Spain Speaks Up:

THE RULE OR RUIN STALINISTS: THEIR STRATEGY AND TACTICS

By F. E. Fender, No. 3711-A

S.S. FLORIDA
July 18, 1941
Tampa, Florida

The "Rule or Ruin" Stalinists have smashed down every effort made by the Rank and File men of the NMU to shake off their stranglehold and establish a Union for the Workers and Union men instead of for the benefit of Joe Stalin and his vast ruling hierarchy, under which the workers are worse off than slaves.

They follow an absolute Rule or Ruin policy wherever they dig in. They can't rule—so there is only one thing for them to do and that is RUIN.

At the time of this writing they are trying to undermine the crew of the S.S. Florida and the P & O, S.S. Comany. They are operating mostly through the waterfront section of the Communist Party in Havana, Cuba. They will never succeed in ruling the S.S. Florida or the P & O fleet, but they will bend every effort to RUINING IT, instead of making it a better Union ship.

In the event of the impossible and the Commies did succeed in ruling the S.S. Florida, they would ruin all gains accomplished by the men under the SIU. (Have you ever been aboard a Russian ship—no, well if you have the chance, go aboard one and have a look around.)

I write this not as an outsider but as an ex-member of the Communist Party, and I was a member of the NMU from its birth, helping to organize it and also helping to discredit and undermine all leaders and officials who WERE NOT members of the Communist Party in order that we might place "Communists" in their positions.

I was hypnotized by the Communist Party propaganda into thinking I was doing the right thing, even though I should have known it was wrong to begin with. I let them send me to Spain to fight for Stalin in the Spanish Civil War or Revolution.

Naturally I thought I was going to Spain to fight for democracy and against Fascism, but I came to find that I was fighting for Stalin and the Communist Party bureaucracy.

In those days I was innocent enough to think that the "Communists" really believed and stood for democracy even after they gained control themselves. However, after I reached Spain, my eyes were opened to the practices of the "Communists," which practices were directly opposite to that of their theories. I saw that a gigantic racket and fraud was established by them where they gained control and that they were nothing more than opportunists out after the high positions in the new rulership.

It was then that I began to learn through this school of experience that anything can be turned into a racket—even Communism. Yes, and it was in Spain that I learned that these racketeering "Communists" lost no time in turning it into a racket before it ever had a chance to develop into anything really worthwhile for the workers.

THE NEW RULERS BECOME EX-WORKERS AND THE COMMON WORKERS ARE EXPLOITED WORSE THAN EVER. Only they are exploited by these new ways and methods that the Political Commissars have invented to exploit their very eye-teeth out of their heads and establish

their new gangland.

In Spain there was a "United Front" of workers' parties, unions, and organizations which composed the Loyalists Government fighting front against Franco and Fascism. Although the Communist Party was only a small minority among the workers and their organizations, they eventually came to rule the Government. The democracies of the world would not sell the Spanish workers arms and munitions to fight against Franco and Fascism, while Hitler was aiding Franco. *Therefore, Stalin was the only one the Spanish Loyalist Government could possibly turn to for any real large quantities of supplies—and at what a price!*

Stalin would sell the Loyalist Government munitions and supplies only on certain terms and these terms were:

1. That the supplies would be paid for on the barrel-head in Spanish gold.

2. That members of the Communist Party would be given certain designated positions in the Government.

So, as this went on, concession after concession was demanded and if they were not granted, Stalin would cut off the supplies until they were.

This went on until finally the "Communists" had established a semi-dictatorship over Loyalist Spain, whose treasury, incidentally, was depleted of Spanish gold which went to Moscow.

The situation of the Spanish workers was so desperate until they were forced to grant Stalin's demands in order to continue fighting against Franco and Fascism. Finally, their very Union papers were censored by Stalinists, and the workers were helpless.

By the time I arrived in Spain in the summer of 1937 this small minority of "Communists" had undermined and stabbed their fellow worker allies until they ruled them by circumstance. I was surprised and disgusted by the methods they were using to knife their fellow workers in the back. They even murdered the leaders of Syndicalists and Socialists or anyone else who came out openly in opposition to them.

If any of the Spanish workers' organizations dared to even hint in their papers any of the things done by the "Communists," the leaders of these papers were immediately suppressed by the "Communist" censors, and the organizations were publicly condemned by the "Communists" as being "wreckers" instead of fighting in organized brotherly unity against Fascism.

This sabotage and stabbing in the back of the "United Front" from behind the lines went on until near the very end of the war and then the Communist Party attempted to establish an absolute Communist Party Dictatorship over Loyalist Spain. Then the Spanish workers' armies rebelled in what was termed by the newspapers as "a revolution within a revolution." The "Communists" were done away with and their rulership dissolved but their under-handed work had borne fruit and the end had come—and such an end comes to all who unite with these Rule-or-Ruin "Communists."

These four-flushing opportunists who call themselves "Communists" hope to become one of the vast ruling hierarchy that would rule the whole earth. And if this came to pass, the conditions of the common workers

Out Of The MAILBAG

Attention, Former Crew Members Of the Delvalle

Editor, the Seafarers Log

The following is a crew list of the S.S. Delvalle, as of sailing date, January 23, 1941. The Boat swain, Blackie Martin, died in an accident aboard ship in South America. We request that each one of these men get in touch with

Chester F. Owens, Attorney,
Room 427 Canal Bank Bldg.,
New Orleans, La.

This is for the purpose of legal action against the company being brought by the family of Blackie Martin:

James L. Cooney
William S. Pyle
James Mulley
Arthur S. Johnson
Dallas Rushing
Arthur Stypozynski
Gicanto Donze
Arthur D. Wilson
Allen D. Voochrees
Adolph Fellefos
Robert A. Ortego
Edward E. Bailey
Jake Broussard
Eugene Damare
Roderick G. Pecot
Edgar Harman
Gillum Mefford
Walter J. Siekmann
Wm. P. Kaiser
Wm. Johnson
Morris Paul
Harry H. Henly
Milford E. Alexander
Alfred Esquivel
Richard R. Shepard
Phonzo E. Griffity
Philip O'Connor

New Orleans Branch, S.I.U.

\$20 to \$35 Wage Gains Won By Seafarers for Towboatmen

Editor of Seafarers Log:

Not much has been written about the SIU Gulf District Towboatmen in the past, as the boys have been plenty busy getting things lined up and negotiating new agreements. However, these boys have done a damn good job and can report two new Companies signed under closed shop agreements during the past week. The River Terminals Corp. operating out of New Orleans, Monroe, and Texas ports signed a closed shop agreement with the SIU Towboatmen last week which gave the men an increase in wages of from twenty to thirty-five dollars as well as conditions never heard of before here in the Gulf.

The following day the Coyle Lines which operate here in New Orleans Harbor and between here and Texas Ports, signed the same agreement which went into effect as of July 15th.

The next Company to fall in line was the Whiteman Brothers, Inc., which operate here in New Orleans and over in Mobile which went for the same agreement, so you can see these boys are on their toes.

The Coyle Lines had an agreement with the Towboatmen before they accepted a charter from the SIU, but the River Terminals Corp. and the Whiteman Brothers, Inc. have never been under closed shop agreements before, so the Towboatmen are beginning to realize that they belong to a real UNION that gives them 100% support in any difficulties they might encounter.

The GULF DISTRICT TOWBOATMEN have just recently moved into the SIU hall here in New Orleans with offices on the

second floor, so when you are in New Orleans drop by and see the ground work being laid for one of the strongest SIU Locals in the U.S.A. These boys are real UNION MEN and can give us plenty of support in case of trouble. They handle every ship that enters or leaves the harbor, as well as all inland tows, and in case you are interested, the Towboatmen and Allied Workers number well over 10,000 here in the Gulf. Take it from me, that would be a damn strong Local for this territory, which could easily control the Gulf Waterfront, and it is up to every SIU member to help build it.

The local Agent for the SIU Towboatmen who has spent plenty of hard work in carrying these boys forward is Tommy Doyle, and he is open for suggestions or advise from any SIU member to help build this organization, so drop by and have a chat with him.

M. D. Biggs,
Gulf District Representative

More Money For Crew of Jean Lafitte

The following former members of the crew of the S.S. Jean Lafitte still have money coming to them at the offices of the Waterman Steamship Co. at New York.

Joseph Gilles, Robert Morton, James Kane, E. Nuez, C. Padro, R. Salas, C. Danules, W. Cassidy, A. Barnes, G. Murphy, R. Miller, M. Rios, M. LaFontaine, Andrew Romanisky.

would become intolerable and all those who protested or asked for better conditions would be accused and branded as traitors and put in a concentration camp or shot.

Now the "Communists" are great propagandists and have succeeded, to some extent, especially among the Latin-Americans, to befog the truth of their ignominious role in the Spanish conflict. They have portrayed themselves as being martyrs of the Spanish workers—instead of their true role as the saboteurs of the Spanish workers, and have thereby gained some sympathizers among our Spanish-Cuban men here on the S.S. Florida; whereas if these men knew the actual truth of these deceitful misleading racketeers, they would without a doubt be opposed to them—that is except those who want to become ruling political Commissars themselves.

Every NMU man is not a Communist but EVERY COMMUNIST IS AN NMU MAN. The reason of this is simple. The Communists use Unionism as a tool or stepping stone in order to gain ascendancy to power. When they gain that power and control a Union, unionism under them as an instrument of freedom and better working conditions is even less useful and helpful to the working man than a Company Union. They advocate to the Party members it was fitting and proper that they should protest while under the capitalists, but now that they are no longer under the capitalists, now it is different. Anyone daring to protest anyway is accused of being a Trotskyite or Fascist or some kind of traitor—and treated accordingly.

Now the reason every "Communist" is an NMU man is because

the "Communists" own, operate, and control the National Maritime Union. It has "borrowed" money from the Communist Party that financed the 1936 strike from which the NMU materialized. The "Communists" gave all help and cooperation—but the membership is still paying the debt back through the nose and has paid the debt a thousand times over.

The "Communists" control the NMU and if all the seamen could be brought under their control, it would be one more step to "Communist" power. It has been the number one dream of Joe Stalin to first control all the merchant ships that sail the seas. Hence the "Communists" all over the world work to recruit American seamen into the NMU and under the "Communists" control.

The Commies do most of their converting from "false fronts," created around some outstanding political question of the day. These "fronts" are used as way-side stations to usher the potential converts gently into the Communist camp.

They also stage parties, dances and recreational enticements to lure potential converts to where they can "work on them" with frames and black mail. The silence and smoothness with which they have worked on crew members of the S.S. Florida is symbolic of their having been worked on from outside influences as well as from the inside workers. In all the main seaports and waterfront districts of the world, the Communist Party has a cell or unit, called "the Waterfront Section of the Communist Party." They have contact men and waterfront organizers for the ex-

press purpose of organizing all seamen into some union, controlled by the Communist Party. They have men and women, boys and girls ashore that contact seamen and convert them into their "cause." In our own particular case the "cause" is the CIO-NMU.

The silence with which the Commies have worked on the crew of the S.S. Florida may be more readily understood when one knows how a Communist works in order to avoid becoming known as a Communist or NMU man himself. He merely has to guide his proved and especially made friend and potential candidate to his Communist brethren ashore and they do the work on him, so that the Communist on the ship will not become known; in case the candidate does not "take—or in case it does "take"—he still will not become known for what he really is until his friend (victim) is fully converted. By "converted" I mean COMPLETELY HYPNOTIZED.

Just as long as these "Communist" NMU men remain on the S.S. Florida or any other SIU ship, they will be working to undermine the SIU and the SIU men aboard the ship. Should they ever gain control, they would replace the SIU men with NMU men and that would not be very much help to the happiness and well-being of ourselves and families. The "Communist" NMU men must go. They have NMU ships, let them get jobs on them, where their leaders control all the strings.

It is the duty of every SIU man to his Union as well as his personal duty to his wife and family to discover and expose these "Communist" rats who are gnawing at our vitals.