



SEAFARERS LOG



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

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S.I.U. GETS \$7.50 COASTWISE RAISE; \$10 INCREASE ON PUERTO RICO RUN

\$50 Bonus Won on African Run Militant Stand of SS Robin Locksley Crew Results in Quick Victory for Union

A signed agreement granting a \$50 per month bonus to all members of the unlicensed personnel on vessels going to Africa was obtained by the Seafarers' International Union last Friday, March 21, from the Seas Shipping Company (Robin Line).

Once again, the SIU has taken the lead in getting seamen adequate compensation on the increasingly dangerous war zone runs. The SIU had previously jacked up bonus pay on this run, during the course of the year, from 25 per cent to 33 1/3 per cent to a flat \$1 per day. With the Lend-Lease Bill passed, a government announcement to the effect that German raiders were prowling on this side of the Atlantic, and increased hostilities in South East Africa, the men on the Robin Line ships felt that another bonus boost was imperative.

When the Robin Locksley, newest of the Seas Shipping Co. vessels, prepared to sail on her maiden voyage to Africa early last week, the crew put the demand for the \$50 up to the Company through its delegates. The Company refused to consider any concession. With

the crews of the Robin Hood and the Seattle Spirit—two other ships belonging to the Company which also docked at New York last week—a joint meeting was held which decided that the demand of the men on the Robin Locksley were just.

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Seafarers Helped Bermuda Dockers by Solidarity

Battling against all kinds of odds—a hue and cry in the press of the Island, the mobilization of a white-collar army of strike-breakers and the threat of calling out the militia—the longshoremen of Hamilton, Bermuda, won their first successful strike two weeks ago, when the stevedore bosses agreed to pay them the equivalent of 42 cents an hour and 60 cents overtime, a substantial increase in wages for them.

As against the odds facing them, the Bermuda longshoremen had the advantage of enjoying the solidarity of the SIU crews of the Alcoa Ranger and the Alcoa Pathfinder.

The Ranger had been scheduled only to pick up 1,200 empty oil drums and sailed without them. The Pathfinder remained in port, and the crew demonstrated their support to the longshoremen, as may be seen from the following ship's minutes:

S.S. Alcoa Pathfinder
Hamilton, Bermuda
March 6, 1941

Special Joint Meeting called to order at 12:25 P.M. to discuss the situation caused by three mates and cadet working winches, scabs from shore working cargo . . .

M/S/C—To send resolution to longshoremen as follows:

"We, the unlicensed crew of the S.S. Pathfinder and members of the Seafarers International Union of North America extend to you our sympathy and wish to advise you that we, the unlicensed crew of the S.S. Pathfinder, are taking no hand in unloading cargo, and are with you 100 per cent and will do all we can to help you."

M/S/C—That copy be sent to New York Branch.

M/S/C—That three delegates call on captain and voice our disapproval.

M/S/C—To adjourn.
(signed) D. M. Harris, 3161
Chairman
M. M. Peabworth, G-47
Secretary

P.S.—Mates and cadet knocked off about 1:30 P.M.

\$10 Penalty for Sulphur Cargo

In negotiations with the Range Line, a Negotiating Committee headed by Brother Harry Collins, Philadelphia Agent of the SIU, this week obtained an agreement placing a \$10 penalty on SULPHUR cargo! The essential part of the Agreement reads as follows:

"It is hereby understood and agreed that on vessels loading SULPHUR on or after March 20, 1941, the Company agrees to pay the members of the unlicensed personnel, in addition to the regular monthly wages, Ten Dollars (\$10) per month from the time the Sulphur cargo is started loading until Sulphur cargo is completely discharged."

U-Boat Raider Off New York, Capital Says

WASHINGTON, D. C.—The United States government has been informed that Germany plans to start submarine operations off the United States, possibly near the harbor of New York, it was announced here this week. A long-range submarine, capable of operating over an area of thousands of miles, is reported on its way to harass shipping off the Atlantic Coast.

In some quarters, the report was discounted as "war propaganda." However, the passage of the Lease-Lend Act by Congress seems logically to lead toward an

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Five Lines Sign New Agreement; SIU Wages Top NMU by \$5 in All Ratings; Union Leads in Conditions

Five lines under contract with the Seafarers' International Union have granted a \$7.50 monthly raise to all ratings in the coastwise runs! In addition, all SIU ships going to Puerto Rico are to get offshore pay for their crews—an increase of \$10 for all ratings. The companies which have conceded the increase so far are the Range Line, the Collabee, the Atwacoal, the Canadian Gulf and the Bull Line. Other coastwise companies are expected to follow suit.

\$5 Higher Than NMU!

The new increases put the SIU wage scale still \$5 a month ahead of the rate paid on all ships under contract with the National Maritime Union (C.I.O.), despite the scales that organization has recently received from the employers. The NMU only received a \$5 coastwise increase as against the SIU's \$7.50. Last year the same differential in increases existed—which brings coastwise SIU wages up to \$15 above basic pay as against the NMU wages, which are only \$10 above basic pay.

Same on Puerto Rico Run

On the Puerto Rican run, the same discrepancy exists: The Bull Line has agreed to pay offshore wages on SIU ships going to Puerto Rico, with a \$10 increase which, added to the \$7.50 obtained last year, brings SIU wages on that run up to \$17.50 a month higher than basic pay. "No Coffee Time" Joe Curran, meanwhile announces that all he could get for the NMU ships under contract with the New York and Puerto Rico Steamship Co. was a \$7.50 increase which, added to the \$5 raise given to him by the shipowners last year, makes for \$12.50 above basic pay.

NMU Outclassed by SIU . . .

Thus, the Seafarers International Union continues to lead the

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SUP Scores Big Victory On Tankers

By a 47 to 7 vote the Sailors Union of the Pacific was chosen sole collective bargaining agency on all Associated Oil tankers last week. The SUP has had agreements with the Richfield, Hillcone and General Petroleum Companies, but up to now Associated flatly refused to enter into a written agreement with the Union. Now, with the Supreme Court decision which makes it mandatory for an employer to sign with a union which has won an NLRB election, a contract with the Associated is virtually in the bag.

It is interesting to note, by the way, that while the SUP is cracking the tanker field on the West Coast, defeating all the company set-ups by the employers, the National Maritime Union under the vaunted leadership of "No-Coffee-Time" Joe has not been able to do better than second-best in NLRB contests with tanker company-unions in the East.

New Cargo Ships Taken Over by U.S. Navy

The government further reduced last week the amount of shipping tonnage available to the merchant marine. It purchased two new cargo vessels from private operators. The vessels were the United States Lines' new freighter Rainbow, a C-2 vessel powered with Diesel engines, and the Moore-McCormack Line's Mormacmail, a C-3 ship which has been operating for about a year. Both ships were acquired by the Navy for use as auxiliaries. Two Seatrain vessels are being purchased for the same

purpose, it was announced this week.

These new purchases mark another step in the steady march of merchant vessels to Naval auxiliary service. The shipowners estimate that no less than four-fifth or 80 per cent of present mer-

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Heat About "Cooling-Off"

The cry for "cooling-off" periods before strikes are called has been taken up with great vigor recently outside the halls of Congress. The 30-day compulsory "cool-off" bills—including the Dirksen Bill directed against the seamen—remain on the calendar of the legislators, but agitation for them has shifted to other scenes.

First of all, the reactionaries in the American Legion have been pounding the drums for such legislation. They have always been in the forefront of the struggle against Labor. Then Mr. William Knudsen, the director of the Office of Production Management, after first disclaiming any need for restrictions of the strike right, has reversed his stand and gone to bat for the "cooling-off" business. As long-time head of General Motors, Mr. Knudsen's role in the picture is not hard to understand. Finally, the National Association of Manufacturers, always rather more radical in its anti-Labor stand than other spokesmen of the employers, has come out in favor of 40-day "cooling-off" periods.

60-day and three-month and then six-month, etc., "cooling-off" periods are still to follow, we suppose.

Now what is behind all this "cooling-off" business? The employers claim, of course, that it is their heart-wringing patriotism that motivates them: strikes are called precipitantly and hold up "national defense." The truth of the matter is that most union agreements in effect already call for anywhere from thirty to sixty-day periods before the expiration of the contract, when demands and counter-demands are presented by both sides. When a union takes action after such to and fro, it is hardly precipitant.

If the case of unorganized shops, where union recognition is the issue, be invoked here, the same holds true. Before striking, the union goes through the whole procedure of National Labor Relations Board elections, etc., etc.—plenty of time being passed in heel-cooling.

What's really behind this "cooling-off" business is simply this: The big time open-shop and seab-herding employers have discovered that Labor is too strong and too militant these days for them to risk an attempt at shackling the unions by outright anti-strike legislation. And so, they are trying to put on the shackles piece-meal. They begin with 30-day cooling-off periods and . . . intend to wind up with smashing the right to strike altogether.

By their "cool-off" agitation, the big business interests betray only too plainly that they are themselves hot and bothered by the effectiveness with which Labor's new-found strength is making its rights respected in these days of growing patriotic hysteria. The most fundamental of these rights is the right to strike; it is also, at the same time, the basic source of its strength. That's why Labor feels so sensitive about all these "cooling-off" schemes. That's why Labor says to the schemers:

Lay off our right to strike!

A 5 Per Cent Tax on Wages?

Some of the employers' stooges, in the guise of "patriotic" legislators, just can't be stopped from doing their bit for the country. They have been trying very hard to get drastic anti-strike legislation passed in order to prevent higher wages for the millions of exploited working stiffs in the country. Rebuffed in that direction, they are not at all dismayed. They have another plan. . . .

This time they are out to paste a 5 per cent "defense tax" on wages from \$25 per week upward. That would actually mean a wage cut of \$1.25 per week upward. It goes without saying that the people who propose this 5 per cent levy on wages are among those who are loudest in denouncing union dues of a dollar or two a month as a . . . "racket."

Everybody admits that higher wages at best only meet the constantly rising cost of living. At the same time everybody knows that profits for the employers in the "defense" industries are soaring up and up. Why a heavy burden is to be placed on labor, which is barely able to meet the mounting level of subsistence, in order to finance "defense"—while profits in "defense" production sky-rocket—these servile gentlemen in Congress do not explain.

No doubt they are just being true to their masters. Their slogan probably is: Tax the workers to keep "defense" profits high for the employers.

More About

\$50 Bonus Won On African Run

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Crew Quits

Since the Company would not come to terms in negotiations, the crew of the Locksley refused to sign articles and upon giving the regular twenty-four hours' notice to the Master, the men decided to quit. The jobs were placed on the board at the Union hall, but there were no takers for them.

Seamen Say "No Soap"

To the repeated calls for men to replace the Locksley crew, the company officials were told by the seamen at the hall that shipping was too good at present, and the shortage of skilled seamen too great, for them to jeopardize their lives on the African run for the money the Robin Line was willing to pay.

"Defense" Bogey Fizzles

After several days of this deadlock, during which the company tried to play the old "national defense" bogey, the Robin Line officials finally agreed to talk terms on Friday. The bogey hadn't at all scared the militant crew of the Locksley. The Government itself had announced that Nazi raiders were increasing activity on the given route and couldn't very well deny that the men had a justified beef on the bonus question.

Negotiations Begin

On Friday afternoon, the Locksley crew's three departmental delegates, aided by District Representative John Hawk and Secretary-Treasurer Sydney Gretcher, who had come down from headquarters for that purpose, received an urgent call from the shipowners' representatives to come down and negotiate a bonus agreement.

Union Stands Pat

After four hours of discussion, in which Mr. Frank Taylor of the Merchant Marine Institute, Capt. Conway of the Maritime Commission and Mr. Liller of the United States Conciliation Service, participated, the Locksley's delegates—Brothers Hall, Higby and Black—and Brothers Gretcher and Hawk made it clear that no retreat would be made by the crew.

The Union's representatives urged a signed agreement for the \$50 bonus, subject to ratification by the Robin Line crews, agreeing to be bound by the terms of such an agreement.

At 9 P.M. in the evening the company officials decided to grant the Union's demand and signatures were fixed to the document granting it. The crews of the Locksley, the Hood and the Seattle Spirit thereupon voted unanimously to accept the agreement, and the ships made ready to sail.

Once again, the SIU has taken the lead with an important victory for the seamen. The militant membership of the Seafarers' union have acted not only in their own interest, but in the interest of all rank and file seamen.

U-Boat Raider Off New York

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intensification of German raiding activity. This trend narrows down considerably the shipping routes which can be considered neutral or non-belligerent. The danger to American merchant shipping practically begins the moment a vessel goes off-shore, with war developments what they are. It is clear that new revisions in the war zone bonus rates are called for by the changes in the situation.

N.J. Draft Headquarters Issues Instructions Affecting Seamen

According to a circular (Bulletin 33) issued by the New Jersey State Headquarters for Selective Service on March 11, 1941, the following draft regulations are applied to the issuance of permits to sail abroad as well as to deferment of seamen in that state:

Permits and Their Duration

"1. If the registrant has a sufficiently large order number, so that it is not likely that he will be inducted within six months, a permit may be issued to him for not in excess of six months.

"A registrant whose permit, and if he is in Class II, whose period of deferment, has partially expired may request his local board to consider his status as of that time and grant him a new permit and, if he is in Class II, a new period of deferment for not to exceed six months."

Can Ask for Reclassification

The last two sections of this circular issued by New Jersey Headquarters hold particular interest for seamen. They read as follows:

"9. Even though a seaman has been placed in Class I-A, a local board has ample authority to RECLASSIFY him into Class II for the duration of a voyage if it determines that he is needed in order to permit a ship to sail and that the circumstances bring him within the definition of a 'necessary man' for such period of time.

"10. Unions and employers should be able to assist seamen in obtaining permits and in requesting reclassification in cases where it is believed there are grounds therefor either because of a general shortage of seamen or because of a specific shortage at a given place at a given time, which would require the services of a particular seaman in order to enable a ship to sail.

(signed) WILLIAM A. HIGGINS, State Director."

New Cargo Ships Taken Over by U.S. Navy

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chant tonnage will come under government supervision before the present trend is concluded.

To the shipowners, the transfer of these vessels to the Navy is nothing regrettable at all, for the government is made to pay for the transaction through the nose

—what with the shortage of available bottoms—and a handsome super-profit is thus pocketed by them. For the seamen, this means something else entirely. For, every new ship transferred to the Navy means that much

more jobs lost to union wages and filled on the basis of the Naval Reserve wage scale at \$54 a month tops for A.B.'s, with no overtime and no grievance machinery—in fact no conditions worthy of a seaman's hire at all.

If this condition is allowed to continue indefinitely—the smashing of union conditions at sea and the virtual elimination of maritime unionism is inevitable, even if no such legislation as the vicious Dirksen Bill is passed by Congress.

For their own self-protection, for the preservation of the hard-won union conditions now prevailing, the seamen and their unions will inevitably have to take steps to see that union wages, overtime pay and collective bargaining are maintained on merchant vessels after their transfer to service as Naval auxiliaries. Otherwise the Naval Reserve labor policy—which means no unions and no conditions—will predominate on all ships.

The Navy pays union wages and grants union conditions to mechanics in the shipyards under its control. There is no reason why the same rule should not apply to merchant seamen on commercial vessels under Navy control. The Navy-yard workers have obtained union conditions by their organized power. Only the organized power of the seamen can obtain similar union conditions on the ships transferred to Naval auxiliary service.

Attention!

Walter Labaski

Get in touch with the Agent at the SIU hall in New Orleans at once.

Of course, the circular stresses that each Local Board has to consider every individual case and render its own decision. But the above instructions, issued "for the guidance of all concerned," while certainly not all that draftable seamen would desire, are steps in the right direction. Union seamen called before the Draft Boards in New Jersey can refer to them directly. In other states, it should be pointed out that the New Jersey regulations are logical and can be applied with equal justice in all draft cases involving seamen.

The SIU men and the Branch Agents should take advantage of this information in order to obtain deferment for the many Union seamen being called before the Draft Boards.

More About

S.I.U. Gets \$7.50 Coastwise Raise

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field on the East Coast, with the highest pay for seamen sailing from Atlantic and Gulf Ports!

In overtime pay, the Curran crowd has only been able to obtain this year the 80 cents per hour on NMU ships which has been in effect on practically all SIU vessels ever since May, 1940.

In all respects, whether it be wages, overtime or working conditions, the SIU continues to outclass the "Top Fraction"-dominated NMU in service to the men who sail the ships.

Once more, it is made plain that as a union run by and for the seamen, the SIU cannot be equalled in obtaining improvements. It shows why the seamen on the East Coast are increasingly flocking to the SIU banner in every test of strength. The rank and file of seafaring men here are becoming constantly more aware that the SIU is their union!

Compare Them Yourself!

The following is a table of comparative wage scales which tells the story on the coastwise runs (On the Puerto Rican run, \$2.50 additional is to be added to each rating):

| | SIU | NMU |
|---------------------------|---------|---------|
| Able Seaman | \$87.50 | \$82.50 |
| Ordinary Seaman | 70.00 | 65.00 |
| Oilers | 97.50 | 92.50 |
| Watertenders | 97.50 | 92.50 |
| Fireman | 87.50 | 82.50 |
| Wipers | 75.00 | 70.00 |
| Messman | 75.00 | 70.00 |
| Messboy | 70.00 | 65.00 |

OUT OF THE MAILBAG

From Oysters To the Grave

Editor, Seafarers Log:
Dear Sir and Brother:

From oysters to the grave. It seems like a very poor way of building up to a finish, but it actually happened aboard the S.S. Margaret of the Bull Line.

Leaving Hopewell, Va., the third assistant engineer, upon coming up for dinner after relieving the first, read the menu and ordered oysters, to be met with the old, old refrain, "there is no more." Result of this was that the third and the steward had an argument, which seemed to be all settled, until the ship docked on the 15th in Galveston.

Upon arrival, the third quit the ship and paid off. There was a meeting held in the messroom by the members of the crew to jack up the steward and have the food improved. A committee was elected to check the stores with the steward and everything was O.K.

Shortly after noon the ex-third and the Steward got into an argument with the result that the steward was severely beaten and the third shot. He died shortly after.

So, now all hands can sit back and figure that the worth of a seaman's life is a mess of oysters. There has been more trouble aboard ships from that old cry "there is no more" than from any other one thing.

Shoreside workers cannot understand the way that this sort of thing can lead to trouble, but you who can and do savvy this sort of thing, will realize that once more the straw that broke the camel's back was something that should have been avoided. Your Union can and does straighten out your beefs on the ships. So, take time out to think things over, and such as the above will be eliminated.

Fraternally,
A. W. Armstrong.

Calls for Unity After Elections

Saint Patrick's Day
March 17, 1941

Editor, Seafarers Log
Dear Sir and Brother:

In the past few months, there has been an epidemic of blasting, knocking, rapping and some very uncomplimentary remarks being passed by certain brothers about the duly elected officials of the Seafarers' International Union of North America. This cannot benefit the Union in any shape, manner or form, and can only be a detriment to the Union, for the membership has spoken and "SO BE IT."

Brothers—we, the bona fide membership of the Seafarers' Union, a genuine Democratic rank and file organization, did, by our democratic right of voting, elect these officials. Their credentials, papers and integrity were checked and double-checked by a committee and committees, and they were found fit in every respect to carry on their duties of the office to which they were duly and legally elected. Now comes the rub:

It seems to the writers that a few brothers are not in accord with the Committee's reports on some of the officials and want to start investigating them all over again. Do these few brothers, who,

of course, are in the minority, know that the great constitution of the United States states that no man's life shall be placed in jeopardy twice; then why in Hell should we or anyone, irrespective of their personal feelings, or come what may, place the integrity and honesty of any man who is a full book member of our organization in jeopardy? In the minds of some of us, including the writers (at times) we feel that being an official is pie, but down deep in our heart, or hearts, we do know that being an official in any capacity in any Union organization is plenty of headaches and bum kicks. The following should be emphasized: We, the members of the SIU have agreed to abide by the vote of the majority and not the minority. So, Brothers, let's all get down to brass tacks and be honest with ourselves and our brothers in this real McCoy Union organization.

In other words, let us all help to upbuild and uphold the SIU rather than try to tear it apart. We, and I am under the impression that I speak for the majority, do not care for whispering campaigns or underground work in order to try to discredit any members or officials of this organization.

It seems a damnable pity that we cannot get together and stay together. We can and we must try to the best of our ability to do so. But if we do not pull together, then we are in for a sad awakening, brothers, and when we play "TUG OF WAR," it only makes the shipowners, their stooges and a few subversive elements that we have in the SIU (you must expect them whenever any real Union goes to the top) smile and laugh to themselves. So, let's buckle down, brothers, and cooperate with each other and with our officials and may we, as brother to brother, wish those officials now going into office on this Saint Patrick's Day all the success in the world, and the best of luck to them all during their tenure of office.

Respectfully submitted,
The Four Horsemen:

Tells About Pathfinder Action in Bermuda

Brother W. Dickey, a member of the Pathfinder crew, sent in some clippings about the longshoremen's strike in Bermuda and the following comment:

"We were tied up for two and a half days before scab longshoremen came aboard to work the ship. The first, second and third mates all scabbed on the colored boys by driving the winches. We held a meeting and the three delegates lodged a protest with the old man, Capt. F. (Suicide) Dumke about the mates contaminating the rest of the crew. He raved and pouted, but in a few minutes they were replaced.

"Incidentally, that morning every man in the crew was asked if he would work cargo (they claimed there wasn't any strike). You know what we said—only stronger. By the way, they wouldn't allow us ashore in Bermuda because we didn't have a pass and because the Capt. was a "Heinie!"

"To protect ourselves against another 'Algie Case,' we did our regular day's work, but no one would work overtime. The winches had no one to look after them outside the Chief Engineer."

Wilbur W. Dickey.

Bathless Days On the Robin Line

S.S. WEST IMBODEN
Capetown, So. Africa
January 21, 1941

Dear Sirs and Brothers:

Back in 1918 I made a trip in the S.S. Rhine, a full-rigged ship, out of Boston. Five days out, the Old Man put the lock on the water tank and issued water once a day. This, my friends, mind you, was back in the dark ages of 1918, and in sail to boot.

Imagine my surprise when I land back in the same old conditions again, in this year of our Lord 1941.

The story goes like this. It seems that the old Robin Line's luxury liners depend on the rains in order that the crew can use the showers and the boilers boil. This trip, no rain; and no rain, no baths, or so it seems.

When the West Imboden lay in New York, the Company made a gosh-erful how-de-do putting nice new shiny tinga-majigs on our showers. "Oh, nothing's too good for our boys," they said. Well, after leaving the dock, a bunch of the boys were waiting to scrub up a bit, when they heard a racket in the bathroom, and all hands rushed out to have a look and, incidentally, help to pull out from under a cloud of steam what looked like a boiled lobster, but turned out to be one of the A.B.'s who was pioneering in the field of modern showers. The next day we had to bundle a couple of the boys up in blankets because the darn showers decided to turn out ice water only.

Well, so much for our new bathroom gadgets, but the worst was yet to come. You see, it did not rain. So, one morning when we got up, we found they had taken down our nice new shower tinga-majigs and put up plugs instead. The new gadgets were put under lock and key, presumably to keep them from rusting up or maybe to save them for the next crew (you know: to lure them out of port like old times, when you signed on for good and plenty).

They were generous, though and left the taps on. That is, until somebody caught somebody else taking a bath, using a rubber hose on the faucet. (Then, my jolly old tars the power that be who watches over this particular little rust-pot really got mad and said: "Let there be water, but twice per day.")

To a question from the crew as to why, the answer was: there ain't no mo'. And so, shipmates, the old Shipping Board cry is born anew: THERE AIN'T NO MORE!

But, here, as a last word, taken as a whole, she is not a bad old tub. The whole gang, officers, and all three departments, cooperate 100 per cent.

So, on through the rainless days, sails the West Imboden with a motto: On to Capetown, bath or no bath!

Hoping for a speedy agreement.

Fraternally,
Dirty-Until-the-Rains-Come
Crew of the S.S. West Imboden
Robert Wigfall, G-74
Deck Delegate.

P.S.—Incidentally, the rains never came, but about two days out of Capetown the old girl started stampeding like an old cow smelling water.

IMPORTANT RESOLUTION!

WHEREAS, it costs our organization approximately \$5,000.00 per year in various taxes, such as the Social Security, State Unemployment, and Federal Excise Tax, and

WHEREAS, our per capita tax to the International is now approximately \$700.00 per month, and

WHEREAS, the amalgamation of the former Atlantic with the former Gulf District, and the establishment of a centrally located Headquarters office in Washington necessitates further weekly operating expenses, and

WHEREAS, the Atlantic & Gulf District, in order to give its members true representation on the Atlantic and Gulf Coasts, is forced to maintain and operate 14 separate Branches, and

WHEREAS, the recent conference held at Washington revealed that any further curtailment of our present operating expenses, or any further decreases in staff, would result in serious impairment to the efficient operation of the organization as a whole, and

WHEREAS, our organization has at the present time outstanding liabilities of well over \$3,000.00 for such items as unpaid per capita tax, Federal tax, etc., and

WHEREAS, at the present time it is of paramount importance that we publish the "Seafarers Log" on a strict regular weekly basis, and

WHEREAS, in all probability our organization will further expand and develop during the next few months, thus entailing additional operating expenses, and

WHEREAS, in the last quarter of 1940 the operating expenses of our organization exceeded the income by \$2,590.85, and

WHEREAS, this condition of insufficient income to meet current operating expenses continued during the month of January, 1941, with a consequent rapid decrease in our General Fund balance, and

WHEREAS, the vital expenses necessary to operate our organization in an efficient and up-to-date manner cannot be met by the revenue received from dues and initiation fees, and as a result the organization is operating with an ever-increasing deficit, and

WHEREAS, in order to fully protect our organization, it is of vital importance that the General Fund always has on hand a balance of at least \$3,000.00 or \$4,000.00 to meet any emergency which may arise, and

WHEREAS, in the last two years the earning capacity of each individual member has increased approximately 50 per cent and more, due directly to the successful negotiating and signing of better agreements calling for substantial wage and overtime increases, the broadening of overtime hours, and war bonuses second to none, therefore be it

RESOLVED, that the monthly dues be increased, at least temporarily, to \$2.00 per member per month, and be it further

RESOLVED, that this Resolution be voted upon by the Branches at four consecutive meetings, beginning with the regular business meeting of March 3, 1941, and that a standing "yes-and-no" vote be taken with the actual "yes" and "no" count being recorded in the minutes, and be it further

RESOLVED, that upon the concurrence with this Resolution of a majority total vote, the herein mentioned increase in dues shall go into effect beginning with the month of May, 1941, and be it further

RESOLVED, that as of March 3 of this year no authorized collector shall be permitted to collect dues for any months past April, 1941, and be it further

RESOLVED, that as of March 3 of this year all dues paid in advance of April, 1941, shall be honored, and be it finally

RESOLVED, that this Resolution be printed in its entirety in all issues of the "Seafarers Log" published during the voting period specified herein.

Respectfully submitted,
John Hawk, District Representative
M. D. Biggs, District Representative
Sydney Gretcher, Secretary-Treasurer

Labor's Representatives Oppose "Model Defense" Bills

Representatives of both the A.F. of L. and the C.I.O. opposed five "model" defense bills at hearings of the New York State legislature last week. They argued that the rights of labor were endangered by the bills, pointing out that none guaranteed the right to strike and participate in picket lines.

The labor opposition was concentrated on the Thompson Anti-Sabotage Bill which permits closing streets and highways around defense plants and imposes a felony penalty, with imprisonment up to ten years and fines up to \$10,000, or both for any person violating it and found guilty of "sabotage."

Labor spokesmen also objected to four other bills which would give the governor power in an emergency to mobilize the police forces of the various communities in the state; set up reciprocal agreements between states for the protection of state property; permit the military forces of States to cross State lines in "fresh pur-

suit" of "insurrectionists"; and regulate the ownership, manufacture and sale and distribution of explosives. Each carried undercover provisions which can easily be used to prosecute legitimate labor activities.

Similar "model" bills are being presented in all state legislatures and are meeting with equal opposition on the part of organized labor.

Temporary Engine Delegate Elected

Brother Arthur O'Neil, No. 436, was elected as temporary Engine Patrolman at the last meeting of the New York Branch of the SIU.

A Gladstone suitcase was lost at the New York hall of the Union by Brother M. J. Bianculli, No. 6447 while he was in the hospital. Will the brother who took it by mistake please return it to the owner, care of the New York hall.

What's Doing —

Around The Ports

PHILADELPHIA

March 7, 1941

Editor, Seafarers Log
Dear Sir and Brother:

The pride of the Waterman Line, the S.S. Lasalle has really gone through a complete crew renovation as far as the unlicensed personnel are concerned since the ship arrived in the old Port of Philadelphia. Some of the old-timers may recall her as the S.S. George Pierce. You remember her as the make a mile and then drop six boiler tubes.

Things are humming plenty fast around these parts. No A.B.'s available, oilers and other "Underground Savages" won't take a ship unless they are assured that they have beauty-rest mattresses and feather pillows on board. Stewards, cooks and messmen—aw hell, why go on raving; they are as scarce as good jokes from "Izzy Cohen's whole bag of jokes."

All foolishness aside—the Agent and the Patrolman have ordered seven-league boots, so that they can make better time chasing up and down the waterfront setting beefs, and chasing after replacements after hours. Prosperity sure makes us guys forget where the Union Hall is located.

"Seaweed," the leaping Bull Line scullery-maid will, emphatically, not allow the "Four Horsemen" to keep his name out of the Log. He has been trying to purchase Jo Jo Flanagan's car, but Jo Jo refuses to accept the \$13.98 that is offered, and on top of that, he states that he will stand for any insult, but the insults that have been heaped upon his car by the members, especially by "Windy Collins." It's awful, ain't it, Jo-Jo?

Robert (Do-the-best-you-can) Hillman made six days on the Lasalle, and now he and John "Whispering" Morgandale can torment the waitresses in their special chowing place. Waitresses, you really have the sympathy of all of us, for you are positively in for a real ear-bending. Uh huh.

"Coastwise" Arrere, the former dispatcher, quit the speed-wagon Losmar in Baltimore and came home to roost. He wants a fast ship. Here's a tip from the "Four Horsemen": Don't allow them to draft you, Coastwise, but walk right up to the Naval Recruiting Officer and join the Navy, and they'll give you a fast ship. Yes, sir; they'll give you a destroyer of the newer classes and we'll guarantee that you will have a fast one under your feet. Don't say, we didn't tell you.

Just had a "Flash" from Harry Lundberg that from the looks of matters in our Capitol City, the lousy labor-hating bill H. R. 2662 will be completely kicked in the long underwear. It goes to show that cooperation and organization can keep us seamen from getting the wrong end of the stick. Well done, brothers.

J. A. (Dutch) Keller, the Grapefruit Steward, registered and brought his gear up to the Hall. When the lock (Rope-yarn to us) sprang open on his keesta, so help me God, fellows, here's what fell

Attention!

Hugh P. Bronson
Get in touch with Joe Grande, No. 1640, at the SIU hall in Philadelphia. He has some important papers belonging to you.

out: Two baked chickens (Seagulls), one large hunk of baloney and a jar of mustard. What's wrong, Dutch? No grapefruit?

William Cox, the wood-butcher from Eel's Point, Kentucky, has been drafted, and he's been asking Harry Collins and the rest of the heavyweights around here to jump up and down on his feet, so that he will get flat feet, and get turned down when he gets to Camp Shelby, Mississippi. Don't worry, Sweet William, those hog rifles (new style) are so light that you never know you are carrying same. Just think, Willie, you get twenty-one (21) dollars a day, but gosh, you only get it one day a month. •

Fraternally,

The Four Horsemen:
J. F. F., No. 542
H. J. C., No. 496
W. R. B., No. 1994
D. C. J., G-116

SAN JUAN

March 11, 1941

Editor, Seafarers Log
Dear Sir and Brother:

Well, here's from Puerto Rico again, the home of the "Flying Bull." We've had plenty of activity around here the last few weeks. Had a lot of Bull Line beefs and settled most of them in a real "Toreador Fashion."

The performers were getting so thick around here that we had to take some action. A few other ports could follow suit if we want to build up a little prestige and get somewhere with the ship-owners. So far, four have been brought up on charges, with one getting his book suspended for three months and a recommendation to the SUP to take action against another. Action still is pending on two others.

Ships are now all getting fresh milk for their SIU crews in Puerto Rico and some are supplying shore bread as well.

Well, while the BLIZZARDS are blowing up north, we continue to enjoy the climate that Florida and California brag about.

Fraternally,
Daniel Butts, Agent.

BOSTON

March 17, 1941.

Editor, Seafarers Log
Dear Sir and Brother:

Progress, that's the word! It can be seen in terms of higher wages through the splendid efforts and achievements of your Atlantic and Gulf District Representatives and their negotiating committees.

Every weekly branch report, when read, speaks progress. They that have led the way, and those men that have made it possible must and shall have the backing and encouragement to continue making progress.

Never before in the history of the American merchant marine or any other merchant marine have those that go down to the sea in ships enjoyed as much in wages or living conditions as the Seafarers' International gained for those proud members whom it represents.

No small wonder that the Seafarers' International Union is constantly being deluged with applications for membership, and it's no small wonder that the membership of the SIU scrutinizes each and every applicant for membership.

When one has something good,

TEXAS CITY

March 8, 1941

Editor, Seafarers Log
Dear Sir and Brother:

This has been rather a slow week in the fair city, only shipped twelve men to the point of production. No major beef, just the usual run of petty stuff. The best example of this was on the Seatrainer. On this floating freight yard they had a very nice set-up that, you will have to admit, was a honey for the ship, but kinda lousy from our angle.

When the ship docked in the morning, the watches for the men were broken and how! To illustrate, the Q.M.'s break watches, the 8 to 12 is on deck all day, the 4 to 8 works till noon, the 12 to 4 then comes on and this gives the ship two Q.M.'s on deck all day while cargo is being worked. Then next day, sailing day, the order is reversed, at 8 A.M. the 8 to 12 and the 12 to 4 turn to work the morning, then the 4 to 8 and the 12 to 4 are on deck for the afternoon. Nice, eh? Two men at all times on deck! The O.S. were standing the gangway watches at night. When this was taken up, the run-around came up. Result: the Q.M.'s will stand watch and watch as on the other ships.

The Plow City in to Houston with more pipe and loaded sulphur out of Galveston; the Jean in and out from Corpus; and the Keever (West Coast) makes up the action for the week. So, plenty of time to sit around and cuss the California weather we are having. Most unusual, colder than Boston.

Biggest laugh of the week: there is a big chemical plant going up here in town, 100 per cent union. Some bird opened a barber shop right across the road from the plant, fink price haircuts, and he is busy 'till way on and on 'till late in the night.

'Tis rumored that the CIO had notions to organize the cab drivers in the turning basin in Houston. Word was issued that the hack pushers would line up or else. A sizable crew of the Teamsters came to the Basin and the Boulevard to inquire into the "or else." To date, no "or else." Maybe, because they are members of the AFL.

When and if the sun ever shines down here again, then we will send in some more, till then
Steady as she goes.
A. W. Armstrong.

he wishes only those who are worthy to enjoy it with him.

Such a Union, making such progress, must always be alert to the hazards besetting it.

So, let us continue to take greater interest in our Union, our representatives, and future successes.

Your Boston Reporter.

In Memoriam

Edward L. Jordan
Died in Mobile, Ala.
March 13, 1941

Martin Anderson
Died in Boston, Mass.
February 24, 1941

Knut Skippervik
Died on board the S.S. Comet
March 9, 1941

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

HEADQUARTERS

Room 918, Washington Loan & Trust Co. Building,
9th and F Street, N.W., Washington, D. C.
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BALTIMORE

News and Views

Acute Shortage of Seamen -- Maritime Commission Moves -- Branch Actions

March 20, 1941

Editor, Seafarers Log
Dear Sir and Brother:

BALTIMORE, Md.—Beach lists in this port continue somewhat below normal with shipping good.

Acute Shortage of Seamen

With the government's ship-building program slowly climbing up into high gear, the shortage of skilled seamen is becoming more and more acute and it is doubtful if we will be able to fill one-third of the jobs by this time next year. Permit men are coming in at the rate of approximately twenty a week in this branch, but they are only a drop in the bucket when you remember that more than half of that number are replacing members going to shore jobs, etc.; and that, as of today, the Baltimore shipyards are scheduled to deliver 110 new ships within the next two years.

Fifty of these ships are of the pre-fabricated, ten knot, Hog Island type, taking approximately sixty days in the building of each one and if we are encountering difficulty now in crewing up two new ships a month, what is going to happen when we reach the ship a day status early in 1942?

We can also look for a heavy loss in personnel when the American convoys get going, which they will, despite all the promises of the Congressmen. The Unions, if they are going to survive this war, had better get busy NOW building up their membership.

Maritime Commission Moves

The Maritime Commission training program is gradually being stepped up to provide enough Naval Reserve men to take over the ships the Unions are unable to crew up and the next move in that direction is the plan to give Green Tickets to trainees with one year in the MC service.

Both the AFL and CIO radio-men's unions have been experiencing the shortage of men for some time now and are fighting desperately to keep their heads up above the threat of the navalization of the radio rooms. What is happening to them is going to happen to us if we don't keep the ships moving.

Branch Actions

The Branch installed its new officials this week with Brother Wm. McKay taking over at the wheel as Agent and Brother Kupka taking over in the Engine Room Department. Bob Green was

electd to take over the Dispatcher's headache at last Monday night's meeting. Brothers Berger Hansen and Bud Ray left port for Norfolk where men are men, and beefs are plentiful.

The membership at a special meeting approved accepting of the Bull Line's offer of a \$7.50 increase on the Coastwise scale and \$10.00 on the Puerto Rico scale. Brother John Hawk is to be congratulated on the successful outcome of his negotiations with the Bull Line, especially since the new scale is \$5 above the NMU scale.

The next show in Washington will be the notorious Isak Bill which calls for seamen to prove that they are not Communists or Nazis, or they lose their certificates and licenses. Brother Harry Lundberg stole the Dirksen Bill show completely as usual with his straightforward, hard hitting testimony.

Despite repeated warnings from officials some members still send in their questionnaires to the Draft Boards without an accompanying request for deferment. This means that a few of them are getting 1-A classification and when they get that, it's too late for the Union or anyone else to do anything about it. Seamen who let themselves go and get drafted aren't helping their country any. We need skilled seamen right now more than we need any other classification of worker. There's no shirking question involved here. If this country gets into any kind of trouble, you can bet the merchant seamen is going to catch it on the chin first, and all the time.

Not much trouble was encountered in getting Calmar, Ore and the other Lines plying offshore to come across with the new increase. Two of them balked but only for a couple of days. Spring must be close by; some of the boys are beginning to ease off up in the direction of the Lakes.

Fraternally,
Wm. McKay, Agent.

Attention!

Anyone knowing the whereabouts of Dennis Hogan please have him get in touch with the Miami, Florida, Branch Agent.
Gordon Hales.