

SECURITY
In
UNITY

SEAFARERS LOG

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



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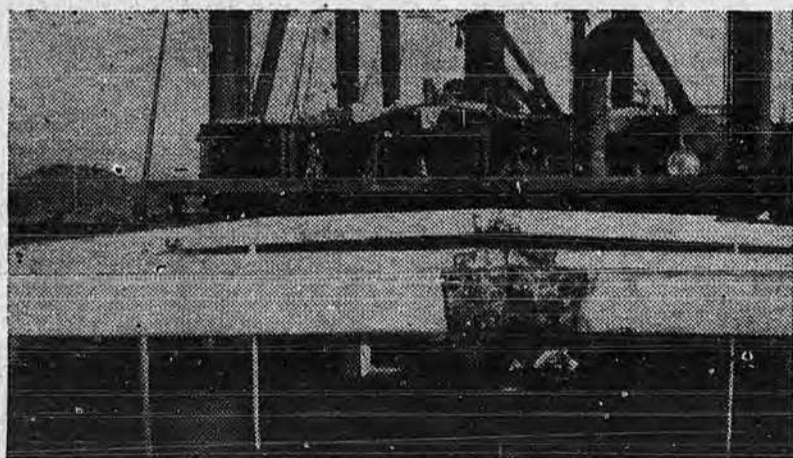
No. 12

P & O Signs Closed Shop Agreement With S.I.U.; Reinstates Men With Pay!

Highlights of P & O Agreement

1. Disbanding the phoney "Independent Seamen's Union" and throwing out the petition and charges of the NMU.
2. Signing of a closed shop agreement with the S.I.U. and negotiations started for an increase in wages and overtime which will be retroactive as of August 15.
3. Immediate reinstatement of all men on beach at Miami and Tampa.
4. Placing on a preferred list of 47 men who came off the P and O ships and are at present on other ships under the S.I.U. or out of town. They are to be reinstated just as soon as vacancies occur.
5. The payment by the company of \$3,500 in cash to be divided among the men who lost time since the strike and who stood picket for the entire strike and applied but were refused reemployment in the P and O fleet after the strike was officially called off by the S.I.U.
6. No interference by the N.L.R.B., the NMU or any other union during the life of the closed shop agreement with the S.I.U. and the certification by the N.L.R.B. that the S.I.U. is the sole bargaining agency for the unlicensed personnel of the P & O fleet.

"It's Either the Monkeys or Us--"



Above is a view of the monkey cages placed on a platform atop the crew's quarters of the S.S. Greylock. Note the two monkeys facing each other in the cage at the extreme right. The picture was taken at Durban, South Africa, by a member of the crew.

"IT'S EITHER THE MONKEYS OR US that'll have to move," said the crew of the S.S. Greylock to the old man. . .

It happened in the port of Durban, South Africa. A platform had been built right above the crew's quarters on the poop deck. Atop the platform four monkey cages were perched. A tail-end wind was wafting the stink of the critters continually down the companionway, straight into the foc'sle.

Evolution and all that may be true and scientific and all that, the crew figured, but why remind us of it ALL the time? And why such a SHARP reminder?

So, a committee was elected right then and there to put it up to the old man. The skipper refused at first. But the men stood their ground. Upon his refusal, they insisted on going to the consul to get paid off.

"You'll have to move the monkeys or us," the boys said.

And so, after a lot of dire threats, the monkeys were moved into a hatch next to some giraffes. There was good cause to believe that if the men had not objected, the giraffes would have been moved next to the monkeys on top of the crew's quarters. But the prompt action of the militant crew of the Greylock prevented their being transformed into denizens of a zoo. It's all you have to do nowadays, to just maintain ordinary human standards aboard ship. . . .

P.S.—The crew of the Greylock came into New York without a single beef this week; overtime and all other trouble being handled very effectively by the ship's committee.

While in port, incidentally, the crew kicked in \$72 for the LOG!!

NMU Stooze Exposes Hand In Honolulu

For some time now, we have been warning crews to guard against NMU stooges who aim to tie up a ship when it reaches a foreign port—no matter how trivial or how big the beef—in order to undermine the SIU. For several issues of the *Log* we have been reprinting a resolution passed by the Agents' Conference in Atlanta, and concurred in by the various branches, which warns against such disruption. But a better warning than any resolution or article written by us is contained in a letter sent in to the *Pile-It* last week.

Tale of Woe

It is a letter signed by one Mack Hubbard, formerly carrying SIU book No. 1405. And what a tale of woe this lad has to tell!

It seems that this smart-aleck bamboozled 17 other members of the crew of the Raphael Sims (Waterman S.S. Co.) into tying up the ship when she hit Honolulu. The beef was over a \$50 war bonus.

But he wasn't smart enough to figure out what the union would do to counteract this phoney move. Naturally the union sent a full crew to replace the stump jumpers to whom union rules and regulations don't matter a damn.

Self-Exposed

Now he bawls in the *Pile-It* against "scabberding" and toots the horn for the NMU, which he and his fellow disrupters are now openly admitting themselves to be 100 per cent stooges for. But what really burns him up, he gives away in a dead-beat. Says this bawling burp:

"We wouldn't have minded so much if the crew (the union) shipped out didn't get what we struck for, but they got it!!" (Pilot, August 23, 1940, page 14).

And that's what this crum calls scab-herding!

Left Holding Bag

The union's action, this mug continues to complain, "left us holding the bag with no money and our clothes confiscated. We did not sign off and there we were in Honolulu. I, myself, was lucky enough to make an army transport and get back to Frisco. . . ."

This will be a lesson to all like-intentioned featherweight thinkers.

The way to get a beef straightened out is by acting through the regularly elected union officials in accord with the democratically adopted union rules and regulations.

90 Per Cent of Entire Fleet Certified Seafarers-Despite NMU Sabotage and Tricks

S.I.U. MEN REINSTATED WITH CASH PAY FOR TIME LOST SINCE SEPTEMBER 1939

Determined struggle for more than fourteen months has resulted this week in the signing of a closed shop contract with the Peninsular and Occidental S.S. Company! The P and O signed the agreement with the Seafarers' International Union after the National Labor Relations Board had established the fact that no less than 90 per cent out of the 300 men constituting the company's fleet had sent in signed cards certifying the S.I.U. as their sole bargaining agency.

Below is the story behind the agreement, written by Bro. M. D. Biggs, Gulf District Representative of the S.I.U., who headed the committee negotiating with the P and O.

By M. D. BIGGS

Risk Lives to Save S.I.U. Brother

S.S. Seatrain Texas
August 29th, 1940

Seafarer's Log

Dear Sir & Brother:

Last week, while in Texas City, I had the sad, yet joyful experience of helping in one of the most heroic rescues that I have witnessed since I started to sea.

Brother Charles Hansen, an A.B. on the Seatrain Texas, suffered a broken leg, arm, shoulder blade, and two ribs, one of which penetrated his right lung. The accident happened when a rope used to secure a guy wire holding a small loading boom broke, while he was riding a sling full of laundry from the dock to the ship. The sudden break in the rope caused slack in the load, which crashed Brother Hansen against the dock, and threw him into the water.

Johnnie Brock was on hand, and immediately jumped into the slip, bringing the unconscious form to the surface, and held his head out of water until help arrived. Thomas McKee and F. Mayhew were the first to arrive to Brock's aid. These three were almost drowned in the rescue, and never thought of their own safety, but of saving an injured shipmate and Brother. The crew came to their aid in time to lower a sling and bring all to the dock in safety.

If not for the heroic efforts of Brother Brock, Mayhew and McKee, along with the complete cooperation of the crew, I would have had to write a much different and sadder account of this accident.

A doctor and ambulance were on deck at the completion of the rescue. Brother Hansen was rushed to the Marine Hospital in Galveston, where the doctors give him a fifty-fifty chance to live.

Charles H. Martin, A-2093

Last February the SIU filed charges against the P&O Steamship Company for unfair labor practices with the NLRB and started an organizational drive in the P&O fleet to bring the men back under the banner of the SIU and secure for the crews of this labor-hating Company the wages, overtime, and conditions as enjoyed by all other members of the SIU sailing ships under contract with the SIU.

The history of the P&O since that date should be very interesting to the real RANK AND FILE SEAMEN on both COASTS and of particular interest to the Seamen on the West Coast who do not realize the obstacles which have to be overcome by the Seamen on the Atlantic and Gulf Coast before they can organize into a real DEMOCRATIC ORGANIZATION of their own choosing.

At first you start a fight here in the Gulf against the Shipowners to improve wages and working conditions for the Seamen, but before you can say "Jack-Rabbit" you are faced with the dirty sell-out tactics of the No-More-Union who are using every scheme known to the commie-party in order to force the Seamen back into sea slavery and collect that twenty-eight-fifty initiation plus the two bucks per month dues.

NMU Had No Claims

In February, when we started re-organizing the P&O fleet after the Company had spent thousands of dollars to break the strike, the Regional Director of the NLRB contacted the Agent for the NMU in Miami and asked him if the NMU had any claims in the P&O fleet and was told that the NMU

(Continued on Page 2)

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Affiliated with the American Federation of Labor

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Baltimore 14 North Gay Street
Norfolk 60 Commercial Place
San Juan, Puerto Rico 8 Covadonga Street

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HEADQUARTERS**

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BRANCHES

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Jacksonville 136 Bay Street
Tampa 206 South Franklin Street
Mobile 55 So. Conception Street
Texas City 105 - 4th Street N.

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**P & O Signs Closed Shop
Agreement With SIU;
Reinstates Men With Pay!**

(Continued from Page One)

not only had no claims in the P&O fleet but could not muster over ten or fifteen votes in the entire fleet of over 300 men. This is a matter of record in the NLRB office at New Orleans, signed by Frank Jones, the Agent for the NMU in Miami.

At this time the Company had set up a Company Union in the fleet which had applied for a charter from the State of Florida as the Florida Independent Seamen's Union with no working rules and twenty-four cents overtime for the O.S. and thirty cents per hour overtime for the A.B.—The Stewards Department worked anywhere up to 22 hours in a spread of 24 with no overtime at all.

Shipowners Licked, But . . .

After months of expense, digging-up evidence to prove that the P&O Steamship Company had paid goons to break the SIU strike and forcing a proposal out of the Company admitting their guilt and agreeing to sign an agreement with the SIU which would raise the overtime rate for all the unlicensed personnel to 70c per hour overtime immediately and a working agreement second to none on either Coast to be negotiated within thirty days, the NMU stuck their nose into the picture again and kept the P&O Seamen under miserable conditions for another two months. We realized then that the fight against the Shipowners was won, but before we could improve the wages and conditions of the Seamen in this fleet we still had to overcome the dirty sell-out tactics of the NMU.

NMU Spreads Poison

While we were staging a winning fight against the Shipowners for the men in this fleet, the NMU through their INTERNATIONAL ORGANIZER "BLACKIE" MYERS; along with their two commie attorneys from New York; stooge Frank Jones and Paddy Whalen were poisoning the minds of the men in the P&O fleet in order to deliver a few one dollar books and save the P&O Company a few thousand dollars in overtime.

Just as an example of what took place, the men from the P&O fleet were told by well trained orators from the commie party that in case the SIU signed an agreement with the P&O the entire fleet would be replaced with seamen from other ports immediately and that the only way possible to prevent this was for the men to sign a petition for an election and take the one dollar book from the NMU.

The members of this fleet, thinking that they were signing a petition for an election, learned later that they had signed all the rights they had ever had as seamen over to the NMU and the commie party.

The aftermath of this, I am afraid, is going to be a few more law suits against the NMU commie rag, the "Pilot", as a lot of the SIU members aboard these ships resent being associated even in print with the NMU and the commie party.

Fake NMU Promises

You will recall that in one issue they even had the picture of Commissar Meyers in the center of the article. We had very little to say at this time as we knew that the men would find out the truth in less than sixty days. The promises made by the NMU were never fulfilled, so two weeks ago representatives from the SIU, NLRB, and the P&O Steamship

BALTIMORE

News and Views

**What's What in the NMU -- Important Ruling
Pure Coincidences -- Here and There**

BALTIMORE, Md., August 19, 1940—Shipping continues slightly below normal out of this port with the beach lists showing 264 members registered in the three departments. This week's assignments should whittle that number down considerably with the HELEN taking a crew today and the DELORLEANS on Wednesday.

What's What in NMU

Approximately 174 vessels of the U.S. Merchant Marine have been transferred to foreign ownership since the beginning of the war. Of that number 168 were manned by NMU crews.

Joe Curran's boast of 62,000 caused us to scan the NMU's record of dues paying members and the most we could find was 11,076. This figure is approximately correct and confirms the official report on Maritime Organizations which puts the SIU at the top by a clear majority and the NMU in third place.

The supposedly popular booklet which both the Commies and the NMU are pushing, entitled "The Yanks Are Not Coming" was written by Mike Quinn, regular columnist for the Daily Worker. The Daily Worker on March 30, 1940 filed a statement with the State Department admitting relationship with foreign interests.

Highly Important Ruling

The United States Circuit Court of Appeals has ruled that an employer can not refuse to hire a job applicant solely because of union connections, ruling that such "blacklisting" would nullify existing prohibitions set up by the NLRB. The court ordered the Company—a textile concern—to pay back wages to two men who had never worked for the company, as well as to offer jobs to both.

This decision is far-reaching and puts a definite end to the old practice of refusing men employ-

Company met in Miami to try and settle the dispute without going to a hearing.

SIU Agents on Job

In the meantime, Gordon Hales was sent into Miami as Agent for the SIU and Steely White was sent to Tampa as Agent for that Branch. Both these men came off the P&O ships on strike and have never returned, but they still have the respect of every member of the crews of the P&O fleet and to these two Brothers goes the credit for bringing the P&O seamen back under a working agreement and overtime rate second to none on this Coast.

They placed pledge cards aboard the P&O ships for the SIU and by the time the representatives met in Miami over 90% of the entire fleet had sent in signed cards certifying the SIU as their sole bargaining agency. After this happened the NLRB in Washington approved the settlement of the case and dismissed all charges filed with the NLRB by either the SIU or the NMU.

What Happens to Stoozes

When the NMU were notified of this decision, Jones wanted to know what was going to become of all his NMU one dollar members, so I will try to relieve his suffering. On the S.S. Florida I had all your NMU books turned into the SIU with the remark by the dollar men that "I knew this was a gyp when they sold it to me for one dollar."

ment because of Union membership.

Pure Coincidences . . .

Now that the American League for Peace and Democracy has folded up we have a new "Peace" organization called the People's Peace League. The Peaceful People hold their meetings in Baltimore at 1700 Fleet Street which, purely by a coincidence, is also NMU headquarters in this town.

The Communist "Blatkskrieg" to get representation in Congress is on. That of course has nothing to do with the fact that Jordan of the ARTA is running for Congress on the Coast and Curran of the NMU is doing likewise on the Atlantic side of these United States. Maybe Marcantonio feels lonely.

Here and There

With the East and Gulf Coasts cleaned up, the C.T.U. will open offices in Pedro, San Francisco, and Seattle shortly for A.F. of L. radio operators.

The old PRESIDENT HARDING and the AMERICAN MERCHANT are resting in Davy Jones locker these days, victims of the current difference of opinion between A. Hitler and W. Churchill.

Since the beginning of the Government's building program 159 ships of various types have been constructed.

HR-6881, the bill putting the seamen under the Longshoremen's Compensation Act, will be amended out of existence by congressmen having the interest of the seamen at heart.

Watch out for "unity" and "let's all get together" propaganda, boys—the comrats in Moscow think the U.S. might get into this war yet, just for the hell of it, and have tipped off their stooges over here to get under cover quick.

Fraternally,
W. H. Elkins, Agent.

Your full book members have been replaced by SIU men after they were kicked off the ship, with the exception of one or two who were foolish enough to pay the commie party twenty-eight-fifty and then turned their books over to the SIU.

Hats Off to Car-Ferries

To the Car-Ferries we take our hats off as there was not one full paid up member of the NMU and the boys gladly gave us the dollar books for a bon-fire.

On the Cuba we learned that after the boys had signed the petition for an election, the NMU Agent came around and gave the boys paid up books free of charge. This took the prize!

No doubt the commie party will have some excuse for the injustices they have done the members of the P&O fleet, which will be run as headlines in the NMU "Pilot," so in closing we only want to make it clear in the minds of all seamen on both coasts that the work we have done in this case has been to improve wages, overtime rate, and working conditions. We want no credit for what we have done. However, we would like to impress upon the seamen once more that the SIU is a real SEAMAN'S UNION whose only ambition is to UNITE THE SEAMEN ON BOTH COASTS INTO ONE INTERNATIONAL SEAMEN'S UNION WHERE THE RIGHT TO ONE IS THE RIGHT OF ALL.

Seafarers' Log

Honor Roll

S.S. STEEL TRAVELER (Deck Department)	\$ 8.00	
S.S. CALMAR	14.50	
H. S. Gardner	1.00	
S. S. GREYLOCK		
Dickey, Chavez, Pebworth, Leitova, Mondano, Ybarra, Whitehurst, Labaski, Ehmssen, Coffill, Confusione, Fromm, Rapport, Fish, Dill, Wagner, Gibson, Murphy, Mitchell, Atwood, Silvia, Travaiso, Garst, Batkiewicz	72.00	\$95.50
Total	\$95.50	

RESOLUTION

The following Resolution was adopted at a regular New York Headquarters Meeting on Monday, August 12, 1940:

WHEREAS: Since the installation of the new Permit Card system, and since the issuance of the new permit cards, it has been discovered that several former members of the Seafarers' International Union have acquired permit cards, despite the fact that these permit cards are to be issued ONLY to non-members, and

WHEREAS: These former members have wilfully concealed their former membership in the Seafarers' International Union in order to avoid payment of arrears in dues and assessments, and have accepted permit cards with the intent to defraud the Union of the arrears due on their original membership books, and

WHEREAS: The issuance of permit cards to former book members nullifies the purpose for which the permit card system was installed, therefore be it

RESOLVED: That any Permit Card Man found to be a former member of the Seafarers' International Union of North America shall stand automatically suspended without benefit of trial, and shall be denied further membership in the S.I.U. of N.A., and be it further

RESOLVED: That this resolution appear in four consecutive issues of the SEAFARERS' LOG.

New Fink Hall Bill In Congress

All hands are warned against a new Fink Hall bill which has been introduced in Congress by Representative F. Bradley of Michigan. Under the guise of a bill "to define the duties of shipping commissioners and the authority of masters in the selection of crews," this congressional representative of the

Great Lakes shipping interests is trying to put over a new measure to do away with the union hiring hall.

The S.I.U., which has been in the forefront of all past struggles against attempts to put over the Fink Hall, will fight this new measure tooth and nail. The bill is now known as H.R. 10316. Prepare for a fight against it!

Amendments to the Constitution

SEAFARERS' INTERNATIONAL UNION, ATLANTIC AND GULF DISTRICT

FOREWORD: With the passing of the Amalgamation Resolution, bringing the Atlantic and the Gulf districts under one headquarters, by a big majority, it has become necessary to amend the constitution in order to conform to the new setup. With this end in view, the Atlantic and Gulf Agents Conference last June, foreseeing the possibility of amalgamation, drew up the following amendments to the Constitution of the S.I.U.:

Article I—Section 1 shall be amended to read as follows:

This Union shall be known as the *Seafarers' International Union of North America, Atlantic and Gulf District*. Its powers shall be legislative, judicial and executive. It is a grant of powers from the members, and the Union shall not exercise any power unless specifically granted or implied and needed in the exercise of powers directly granted.

Article III—Section 4 shall be amended to read as follows:

Members more than three (3) months in arrears in dues, assessments or unpaid fines, other than during the period of strikes or lockouts, shall be considered in bad standing when three (3) months in arrears and shall forfeit all claims to benefits and all other rights and privileges in the Union. He shall not stand suspended until six (6) months in arrears in dues, assessments or unpaid fines.

This section shall not excuse any member for being behind in dues or assessments while employed.

Article VI—Section 1 shall be amended to read as follows:

A member of any bona fide Seamen's Union, as prescribed in Article III, and in good standing, shall be eligible for admission into the Union upon payment of the Initiation Fee, one month's dues, and all assessments, at the time of joining.

Article VII—Section 1 shall be amended to read as follows:

Members more than one year in arrears may be reinstated through the concurrence of the membership at a regular business meeting upon payment of all dues, fines, and assessments for the past twelve (12) months. Members so reinstated shall not be entitled to any benefits from the Union until twelve (12) months from the date of such reinstatement.

Article VIII—Section 1 shall be amended to read as follows:

Suspension of Dues—Members who are confined to hospitals in good standing shall be suspended from payment of dues or assessments while so confined. Members who are confined to hospitals in bad standing shall not be entitled to any benefits whatsoever. There shall be added to Article VIII a new section to be known as Section 2 which shall read as follows:

Members who are or who have been confined to hospitals and who were in good standing at the time they entered the hospital shall be remitted one month's dues, free of charge for every thirty (30) full consecutive day period so confined. Fractional parts of any thirty (30) day period shall not be counted or considered.

Article IX—Section 3 shall be amended to read six months instead of twelve (12) months.

Article X—Section 2 shall be amended to read as follows:

District Headquarters of the Union shall be at Washington, D. C.

Article XI shall be amended to read as follows:

Section 1. The officials at Headquarters shall consist of one Secretary-Treasurer who shall be stationed at District Headquarters at Washington, D. C. Two Representatives, one of whom shall be assigned to New York for the Atlantic area, the other to be assigned to New Orleans for the Gulf area.

Section 2. Each branch shall have one agent and the necessary number of patrolmen and dispatchers that the Union decides that it may need from time to time.

Section 3. The agent may appoint what extra help is needed at his branch from time to time.

Section 4. The Chairman at branch meetings shall be elected by the meeting and must be a full member in good standing.

Article XII—Section 1—Subsection (A) shall be amended to read as follows:

Nominations of delegates to the convention of any National Labor Body shall be made in the regular meetings held during the same week at all Branches.

Article XII—Section 2 shall be amended to read as follows:

The number of delegates to be sent to each convention of the State, district or national labor body with which the Union is affiliated shall not exceed three elected delegates; and, the President of S.I.U. of N.A. shall have the power and authority to call for additional delegates in the event of an emergency.

The above does not apply to S.I.U. of N.A. conventions.

Article XIII—Section 2 shall be amended to read as follows:

Nomination of regular officers shall be made at all branches in the regular meeting held during the last two meetings in September. Any member who can qualify may nominate himself for office by submitting, in writing, accompanied by the necessary proof of qualifications listed in sub-sections (a) (b) (c) and (d), his intentions to run for office, naming the particular office. Such notification to be in Secretary-Treasurer's office not before September 1st, and not later than October 15th of the year.

The names and roll-numbers of nominees, if obtainable at the time, shall be recorded in the minutes. The Secretary-Treasurer shall prepare a list of names of nominees for each office and forward copies thereof to each Branch. Such lists shall be conspicuously posted in each office or hall. All full members shall be eligible for any regular office, provided:

(a) That he is a citizen of the United States of America.

(b) That he be a full member of the *Seafarers' International Union of North America*, in continuous good standing for a period of six (6) months immediately prior to the date of nomination.

(c) Any candidate for Agent or joint patrolman must have three years sea service in any one of three departments. Any candidate for departmental patrolman must have three years sea service in

their respective departments. Sea service as specified in this article shall mean on merchant vessels.

(d) He has not misconducted himself previously while employed as an officer of the Union.

Article XIII—Section 3 first sentence shall be amended to read as follows:

A committee consisting of six full book members in good standing, two from each department, shall be elected, whose duty it shall be to prepare the ballot.

Article XIII—Section 4 Second Paragraph shall be amended to read as follows:

A Committee of Election composed of six (6) full members in good standing, two (2) from each department, namely one judge, two tellers and three clerks, shall be elected in each port to conduct the election and to canvass the returns. Ballots shall be distributed in the order of their numbers, commencing with the lowest number.

Article XIII—Section 5 the sentence "the Secretary-Treasurer, or Agent, shall then stamp the member's certificate of membership in the proper column for the year and month of the election," shall be amended to read:

"the committee shall then stamp the member's certificate of membership in the proper column for the year and month of the election."

Article XII shall have a new section added to it to be known as Section 10 and shall read as follows:

All committees mentioned in Article XIII shall consist of six full book members in good standing; two members from each department.

Article XIV—Section 1 shall be amended to read as follows:

Any officer may be suspended by any regular meeting, provided a supreme quorum is present, pending trial on charges preferred against him, and if found guilty, his office may be declared vacant.

Article XIV—Section 2 Second Paragraph—this paragraph shall be amended with the words "at Headquarters" omitted.

Article XIV—Section 3 shall be amended to read as follows:

All vacancies occurring by death, recall, resignation or retirement between elections shall be filled through appointment by the Secretary-Treasurer until a proper election is held.

Article XIV—Section 4 shall be amended with the words "or by Headquarters" omitted.

Article XV—Section 1 shall be amended with the words "Secretary-Treasurer or" omitted.

Article XV—Section 2 second paragraph—the last three sentences of this paragraph shall be amended to read as follows:

He shall keep an accurate record of the proceedings of all regular and special meetings held at the Branches. He shall keep correct account between the Union, its Branches, and the members thereof. He shall perform such other duties as are elsewhere prescribed in this Constitution, or by a general vote of the Union.

Article XV—Section 2—paragraph 3 and the first sentence of paragraph 4 shall be amended to read as follows:

He shall have charge of the District Headquarters of the Union and the property therein, and shall submit a regular weekly written report to the meetings regarding conditions in the District, and shall have the authority to engage necessary qualified help

for the proper functioning of his office.

Article XV—Section 3 shall be amended with the sentence "the Secretary-Treasurer shall also act as legislative representative at Washington, D. C." being added as the first sentence of paragraph 1.

Article XV—Section 3 paragraph 2 last sentence of this paragraph shall be amended with the words "or whenever required" added to it.

Article XV—Section 3 paragraph 4 shall be amended to read as follows:

He shall draw all orders for payment of bills duly audited and ordered paid by the regular meetings.

Article XV—Section 3 paragraph 4 shall be amended to read "Twenty-five Thousand Dollars (\$25,000)" instead of Five Thousand Dollars (\$5,000)."

Article XV—Section 4 shall be amended to read as follows:

District Representatives—The District Representatives shall carry on their activities and duties under the direction of the Secretary-Treasurer. Their duties shall be to represent the Secretary-Treasurer in their respective areas. Aid and assist agents in settlements of disputes. To conduct negotiations for Agreements in conjunction with all elected negotiating committees. And to coordinate work between all Branches for the welfare of the organization. To directly supervise all organizational work.

In the absence of the Secretary-Treasurer, due to illness or other cause, the District Representative from New York shall assume the duties of Secretary-Treasurer until his return to active duty.

Article XV—Section 5 paragraph 1 shall be amended with the word "Agent" inserted between the words "branch" and "shall."

Article XV—Section 5 paragraph three—the second sentence of this paragraph shall be amended by adding the words

"with the exception of the New York and New Orleans Branches, which shall be allowed to keep on hand \$500.00, respectively."

Article XV—Section 5—the last paragraph of this section shall be amended to read as follows:

He shall carry out the instructions given him by the meeting, provided they are in conformity with the constitution. He shall have charge of the office and assembly room and keep same in proper order.

Article XV—Section 6 the first two sentences of the first paragraph shall be amended to read as follows:

Patrolmen shall be assigned to regular districts around the harbor, and they shall visit the ships assigned them, and see if the crews are members of the Union, and if so, whether they are in good standing.

Article XV—Section 6 paragraph 2—the third sentence of this paragraph shall be amended to read as follows:

They shall, while on duty, carry regulation credentials signed by the Secretary-Treasurer and

bearing the seal of the Union, and shall exhibit same when requested.

Article XVII—Section 1 shall be amended by omitting the words "meeting at Headquarters" and adding the words "majority of the members in all branches at their regular meetings."

Article XVII—Section 3—the second sentence shall be amended by omitting the words "a meeting at."

Article XVIII—Section 1 and 2 shall be amended and known as Section 1 to read as follows:

The Union shall engage at District Headquarters a Certified Public Accountant who shall be retained to audit the finances quarterly.

Article XVIII—Section 3 the first sentence of this section shall be amended by omitting the words "Headquarters and," and the last sentence of this section shall be amended by omitting the words "Finance Committee" and inserting the words "Certified Public Accountant."

Article XVIII—Section 4—the first two sentences of this section shall be amended to read as follows:

In case a difficulty of an urgent nature arises which requires to be acted upon immediately, or before a meeting can be held, the District Representative and the officials in the port involved and such members as may be available, shall constitute an Emergency Committee. This Committee shall have power to take such actions as may be necessary, but such actions may be reviewed or changed by a majority vote of the membership at the regular Branch meeting.

Article XVIII—Section 4 second paragraph the first sentence of this paragraph shall be amended by omitting the word "Secretary-Treasurer" and inserting the words "District Representative."

Article XVIII—Section 4—second paragraph—second sentence—shall be amended by omitting the words "such members of the Banking Committee."

Article XIX—Section 2 shall be amended by omitting the words "Headquarters or."

Article XIX—Section 4 shall be amended by omitting the words "the meeting at Headquarters" and inserting the words "the majority of the members present at the Branch meetings. Headquarters shall receive a copy of the charges, a copy of the trial committee's findings and the action taken thereon."

Article XIX—Section 5 shall be amended to read as follows:

Whenever a member is found guilty and sentenced, the action is final upon ratification through regular business meetings by a majority of the Branches.

Article XX—Section 12 shall be omitted from the constitution.

(Note: The procedure as outlined in this section is also outlined in Article XIX—TRIALS, and therefore there is no necessity of it being in Article XX.)

(Continued on Page 4)

These amendments have been ordered posted on the bulletin board by a vote of the membership at the New York headquarters meeting of August 19. They are designed to maintain democratic union procedure under the new set-up and to insure each branch of the union an equal say in the union's management and policy. All members are urged to study them carefully, as they will soon be voted upon in a Referendum.

What's Doing—

Around The Ports

MOBILE

August 20, 1940

Editor, Seafarers' Log
Dear Sir and Brother:

The S.S. Shichshiny blew into port here the past week with plenty of repair beefs. New awnings, sixteen oscillating fans, mess room enlarged, and a few minor repairs. Everything was adjusted to the satisfaction of the crew.

The S.S. Bellingham came in with beefs and Steward trouble. We settled all the beefs with the exception of the argument about the Steward. This guy really takes advantage of the clause in the contract that says he doesn't have to be a member of the Union.

The S.S. Andrew Jackson, nee Salaam, took a crew yesterday. There was a shortage of men here and consequently we had to ship a permit watertender and three permit firemen.

They were ex-NMU members who had got tired of the rottenness of the NMU and wanted to go to sea with a real Union. This ship has been fitted out with new quarters, new oil range and electric refrigerator in mess room. The boys should be comfortable on this trip to the Orient.

The last of the five recent additions to the Waterman fleet, the George Pierce, will crew up some time next week for a trip to the Far East.

The S.S. Antinous is due in tonight after an eight months' trip around the Globe. Her last stop was the port of Santander, Spain. My guess is that these boys, with possibly a couple of exceptions, will hit the beach to spend their earnings. She has really had a madcap voyage, and the boys on her have earned a vacation.

An incident happened here yesterday that is the height of something, the name for which I have not as yet been able to put my finger on. A young fellow came up to the Union hall and inquired of the dispatcher if he would be given a permit to take a fireman's job in the Andrew Jackson.

After ascertaining that the man was an NMU member, the dispatcher told the man that before he could consider him for a permit, he would have to give up his NMU book. The boy said he did not want to do this; he thought that since we were short of men that we would just let him ride the ship for a trip. After listening to some of the lies and slander put out by the NMU for their members to digest, it's not hard to see how one of their members would be dumb enough to expect something like that. Maybe they will wake up some day.

This morning we received copies of the new uniform Port Rules, and I think it would be a good idea if the membership would study them thoroughly and acquaint themselves with the rules, thereby eliminating needless arguments.

Since Brother Armstrong announced the fact that his Plymouth had given up the ghost, I've been trying to solve the mystery of how it held up this long. I guess he's getting around cow-puncher style now.

You fellows, when you are down this way, stay out of the Ten Cent Taxis, as they are on the UNFAIR LIST.

All of you who can make it, we would like to see you come over here and take part in the Labor Day Parade and Celebration. That's all for this week.

Fraternally yours,
Robert A. Matthews.

TEXAS CITY

Editor, Seafarers' Log
Dear Sir and Brother:

August 17, 1940.

Things are coming right along in this fair city. The luxury liner Francis Salmon came in to the dock this week, and I'm pleased to be able to report that at last the scow has a permanent awning. Also, the sink in the mess-room is at long last rigged to where it actually works.

The Seatrain New Jersey came in a day late and out the same day, which seems to disrupt the love life of some of the boys, judging by the way that some of them came aboard at the last minute. They are very reluctant to leave. In fact, some of them didn't.

Shipping has been fairly good for the week, with the West Cactus taking the SUP members off the beach and leaving just one SUP A.B. here. Have around 12 men on the list, all deck and engine.

Delmar is in drydock in Galveston. Made her in Houston the other day and all hands were satisfied. The Millinocket came in here Thursday, sails today. The Mate on there, to save a little overtime, came from New Orleans to Texas City with No. 5 hatch open to the breeze. I pointed out to the gent that this is rather a bad time of the year to be running around the Gulf in this fashion. Don't expect it will happen again.

There is a little bird that tells me that the NMU meetings in Houston are turning out to be quite some affairs. Why, oh why, do the members get disgusted there and throw in their books right at the meetings? Also understand that some of the commies started a little dumping up there.

Things will be different when Stookey Joe gets to be Congressman. Then, my lads, the next step will be to draft our Joe as President. All hands know what he has done for the seamen. He would be able, with the experience he has acquired, to make a much bigger and better sell-out in Congress, but as President the possibilities would be unlimited.

'Twas told to me by a gent the other day that the only reason that the shipowners granted the SIU the ten and ten was for the purpose of disrupting the organized seamen. Tut, tut, to organize in Philly, the local Stalinites came aboard the Marsadok (in drydock) and offered to change the SIU books of the ship's crew for NMU books. The payoff was the members of the ship would

pay off, demand a NMU crew for replacement, so as to better the conditions on the ship, the crew paying off to go to Baltimore and ship on Standard tankers, to swing the vote on these ships for the NMU.

At last reports, the only way that any books were changed was if the super-organizer took advantage of the men when they were helpless, from laughter, and changed their books. Some of the men on this ship had been aboard ships that the SIU had taken over from NMU crews and remembered the work needed before these ships came UP TO SIU STANDARDS.

SEEMS TO ME, THERE HAS BEEN PROOF GIVEN TIME AND AGAIN WHICH UNION IS BEING RUN BY THE MEN FOR THE SHIPS, WHICH UNION IS GETTING CONDITIONS AND WHICH UNION IS BEING RUN BY THE SO-CALLED OFFICIALS FOR THOSE SAID OFFICIALS' BENEFIT.

SOON THE SECOND ANNIVERSARY OF THE SIU WILL BE ON US, AND I, FOR ONE, WOULD LIKE VERY MUCH TO COMPARE THE CONSTITUTION OF THE SEAFARERS WITH CONSTITUTION OF THE NMU, AS JONES OF THE FLORIDA FAME CALLS FOR IN HIS LENGTHY, INK-WASTING BLAH.

So, till Curran can sit in Congress (after that anything can happen), I remain

Fraternally yours,
W. A. Armstrong.

Note to the Benevolent Mayor of a Great City

On June 14, 1940, the Saturday Evening Post printed an article about Snug Harbor, in New York, which painted that outfit as a veritable utopia for retired seamen. Thereupon inmates of the "Harbor" wrote in to Bro. Lundeborg, debunking the story and relating the real situation. Lundeborg dropped the Little Flower, who is one of the trustees of Snug Harbor by virtue of his official position, the following note as a result:

August 20, 1940.

Mayor Fiorello H. LaGuardia
New York City, N. Y.

On behalf of the poor old seamen inmates of Snug Harbor at New York, of which you are a trustee, we vigorously and energetically protest treatment being given them by the present governor. The money to run these Snug Harbors was willed to the old seamen. One aged inmate was punished for breaking up some bread to feed to birds and was put on a month's "taboo" with three hours labor per day. You are supposed to be a humanitarian and liberal, yet their appeals to you for redress of their wrongs and this mistreatment of an aged seaman have gone unanswered, we are advised. I respectfully ask that you reply and take action on this matter. Harry Lundeborg, President, Seafarers' International Union of North America.

NEWS FROM

Headquarters

(Atlantic District)
NESSCO Hearings

NMU Stooze
Suspended

NEW YORK

NESSCO Hearings

Atlantic District Representative John Hawk reports that the hearings in the arbitration case with the New England Steamship Company were wound up in Boston on Wednesday, August 21. A decision in the matter is to be rendered not later than September 14.

Hiring at Montreal

Bro. Hawk also reports that he has contacted the Aluminum Line officials and that they have agreed to notify their captains to call the Canadian Seamen's Union hall at Montreal when replacements are needed in that port.

By the way, a regular bundle of Logs is being sent to the C.S.U. hall at Montreal and copies may be obtained there by members hitting that port.

NMU Stooze Suspended

A committee elected at the last Headquarters meeting to try Ralph Rothrock No. 50024 for disruptive activities in behalf of the

NMU rendered the following decision:

"We, the members of the duly elected trial committee to try R. Rothrock No. 50024—G40 on charges that he acted as an organizer for the National Maritime Union and had attempted to sell books of this phoney organization and had in one instance succeeded, have, after hearing and reading all evidence in these charges and since this man has made no attempt to defend himself on these charges, found him guilty on all charges and recommend that he, being unworthy of membership in an organization such as the Seafarers' International Union because of his subversive activities, be suspended for a period of 99 years and never granted membership in our organization again. We further recommend that this trial committee's report, if accepted, be sent to all branches of the Seafarers' International Union."

(Signed) G. Ryberg, No. G-181;
G. Hall, No. G-84; Don Ronan, No. 1374; L. Guess, No. 891;
G. Ballas, No. 3143.

The decision was concurred in by a unanimous vote of the membership.

Aluminum Negotiations

The meeting on Monday, August 26, elected a negotiating committee to meet with the officials of the Aluminum Line on the reopened agreement. Brothers R. Acford No. 2234, A. O'Neil No. 3436 and H. Guinier No. 478 were elected to serve.

AMENDMENTS TO CONSTITUTION

(Continued from Page 3)

Article XXIII—Section 2 shall be amended by omitting the words "Headquarters or Branch" and inserting the word "Branches."

Article XXIII—Section 3 shall be amended by omitting the words "the meeting at."

Article XXIII—Section 4 paragraph 2 shall be amended by omitting the words "an ordinary quorum at Headquarters," and inserting the words "all regular branch meetings."

Article XXIV—Section 3 First paragraph shall be amended to read as follows:

Members who are in good standing at the time of the vessel's departure from the last port where an office of the Union is located shall be deemed in good standing until the vessel returns to a port where the Union maintains an office or its representative visits regularly.

Article XXV—Section 1 the first ten words of this section shall be amended to read "members who enter hospitals in good standing shall be entitled to hospital supplies" and the last sixteen words of this section shall be omitted.

Article XXVI—Section 1 shall be amended by omitting the words "an ordinary quorum at Headquarters," and inserting the words "by a supreme quorum in any branch."

Article XXVI—Section 5 shall be amended by omitting the words "Secretary-Treasurer" in the first sentence and inserting the words "District Representative."

Article XVII—Section 1 shall be amended by omitting the words "Headquarters and."

Article XXVII—Section 2 shall be amended by omitting the words "or Headquarters meeting."

Article XXVII—Section 2—second paragraph shall be amended to read as follows:

Twenty-five (25) members shall form a quorum for the transaction of ordinary business at the Branches.

Article XXVII—Section 4 shall be amended to read as follows: Special meetings may be called

upon written requests of five (5) full members in good standing or by the District Representative or Agent. Special meetings shall not be called to order until the membership have been given at least twelve (12) hours previous notice of the calling of a special meeting. The time and the reason for the calling of a special meeting shall be posted on the blackboard twelve (12) hours before such meeting is called to order.

Only in extreme emergency cases shall the twelve (12) hour prior notification clause be waived, and these cases shall be decided by the District Representative or Branch Agent.

The purpose for which the special meeting is called shall be announced in the call. No business, other than that for which the meeting is called, shall be transacted in any special meeting.

Article XXVII—Section 6 shall be amended by omitting the word "Headquarters" and inserting the words "any branch." Article XXVIII—Section 1 shall be amended by omitting the words "Headquarters and," in the first sentence and inserting the word "all."

Article XXVIII—Section 3 shall be amended to read as follows:

General votes shall be taken upon the subject matter as is printed upon the ballot, without alteration or addition.

Article XXIX—Section 1 the sentence "any proposed amendment shall be submitted to a regular meeting at Headquarters or any branch," shall be amended to read "any proposed amendment shall be submitted to a regular meeting at any branch."

Article XXIX—second paragraph—third sentence shall be amended by omitting the words "at Headquarters" and inserting the words "of the membership at the Branches."

NOTICE

George Kern, No. 1518

Get in touch with your father or mother. Very urgent!

In Memoriam

William Ray

Died in Baltimore
August 24, 1940