

SECURITY
IN
UNITY

SEAFARERS LOG

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



VOL. III

NEW YORK, N. Y., FRIDAY, OCTOBER 10, 1941

No. 20

BOOST BONUS TO \$80; \$100 FOR SUEZ

Marine Cooks Revolt; Appeal To NMU Ranks

SAN PEDRO.—After defeating the move to clamp them into the stranglehold of the top officialdom of the National Maritime Union by defeating affiliation to the NMU overwhelmingly in their recent referendum, the membership of the Marine Cooks and Stewards of the Pacific are now in open revolt against their own Communist Party-dominated officials and taking steps for their recall from office. At the same time, the rank and file of the Union stresses that it opposes only the phoney "Unity" of Curran, Cayton and Co., but desires to weld genuine brotherhood with the rank and file of the N.M.U.

In the first issue of their new paper, "VOICE OF THE MEMBERSHIP", the Marine Cooks carry an Open Letter to the NMU Rank and File which expresses their genuine sentiment. The letter reads as follows:

Letter to NMU Ranks

Sept. 12, 1941.

Dear Brothers:

We extend to you on this, our first issue, open greetings and salutations. Now that we have established a paper of, and for, the rank and file members of the

(Continued on Page 2)

RECOMMENDATIONS OF THE DEFENSE MEDIATION BOARD

The following is the official report of the recommendations made by the National Defense Mediation Board in the bonus beef. At special meetings this week, the membership of the Seafarers' International Union up and down the coast is voting on these recommendations. The alternative proposal, submitted by the Board as a sort of **ULTIMATUM** in case the recommendations listed below were not accepted, is printed elsewhere in this issue under the heading "BOARD'S ALTERNATE PROPOSAL."

In the Matter of
AMERICAN MERCHANT MARINE INSTITUTE, INC.
PACIFIC AMERICAN SHIP OWNERS ASSOCIATION,
WATERMAN STEAMSHIP CORPORATION
SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA
and
SAILORS' UNION OF THE PACIFIC — AFL.

The division of the Board which heard this case was composed of Charles E. Wyzanski, Jr., representing the public; George H. Mead, representing employers, and Robert J. Watt, representing employees.

Hearings were held on September 29 and on October 1, 2, 3 and 4, 1941.

RECOMMENDATIONS

1. Crews on American vessels sailing to foreign ports perform an essential role in the national defense effort. Sound relationships between representatives of these crews and owners of these vessels are of great consequence to the nation.
2. The Seas Shipping Company, Inc., The Calmar Steamship Corporation, the South Atlantic Steamship Company, and the Alcoa Steamship Company, Inc., on the East Coast are associated in the American Merchant Marine Institute, Inc. Most of the owners on the West Coast are associated in the Pacific American Shipowners Association. The Waterman Steamship Corporation is not affiliated with either group.
3. The unlicensed personnel before the National Defense Mediation Board are represented by Seafarers' International Union of North America and Sailors Union of Pacific.

(The licensed personnel are represented by other unions. Their problem is not dealt with here.)

4. Collective bargaining relationships have been established by most of these owners with one or the other of these unions. In most cases, collective bargaining contracts now exist or have just expired. For the negotiation of such general contracts the parties have worked out among themselves appropriate methods. These methods usually include the parties requesting the United States Department of Labor to station a Commissioner of Conciliation as

(Continued on Page 4)

NDMB Imposes Compromise; Union Forced to Accept Under Threat of New Ultimatum

Faced with a virtual ultimatum to accept a compromise on the bonus issue or else be subjected to an attack against the Union's existence by an array of opponents including the highest Government agencies and officials, representatives of the Seafarers' International Union agreed this week to submit to the membership recommendations of the National Defense Mediation Board for acceptance.

DEMANDS AND CONCESSIONS

Although they grant a 33 1/3% increase in the bonus, and other concessions to the S.I.U., the recommendations do not include a bonus for the West Indies or other Caribbean runs, which the Union had among its chief demands. The increases granted are far from satisfactory to the seamen. No increase in war risk insurance is included. In addition, the recommendations include a stipulation that present arrangements are to remain in force for one year and that during this time all disputes are to be submitted to conciliation and mediation machinery set up by the Government, without the Union resorting to strike action on the bonus question.

On the panel which handed down these recommendations and the "alternative" was Robert J. Watt, a leader of the American Federation of Labor, who together with the two other Board members, urged acceptance "in the interests of National Defense."

What the S.I.U. Won

Although the decision of the Board is far from a complete victory for the Union, the SIU has won a number of rounds in this battle.

1. The funky Maritime Commission remains out of the picture in all disputes on this issue, present or future. That is a terrible blow to the shipowners and their tools and a permanent gain for the Union.

Phoney Schemes Blasted

2. The shipowners' vicious scheme of tying the war bonus to the hull insurance rate—a scheme which would have made bonus raises virtually impossible, since hull rates as a whole fluctuate but little—has been com-

(Continued on Page 2)

Buchanan Crew Tells How Nazis Bombed Ship at Suez

Suppressed by the censors and up to the present unmentioned in the daily press of this country is the dramatic story of the bombing by Nazi raiders of the S.S. **PRESIDENT BUCHANAN**, manned by a Sailors Union of the Pacific crew. A first-hand account of this attack and the dangers and hardships undergone by the seamen of the **BUCHANAN** was obtained only this week by the Seafarer's Log from crew members as the ship docked in New York.

The only previous mention of the raid on the **BUCHANAN** was a reference in a recent issue of the American Magazine. The rest of the publications, including the daily newspapers, saw fit to leave unpublished this piece of news vital to the seamen out to get a just increase in the war bonus.

Just Spectators

Here is the story as told to us by several members of the **BUCHANAN'S** crew.

"We arrived in Suez on Tues-

day, July 8th and were lying at anchor near Attica, near the Army camp on the furthest end of the bay. We experienced several air raids after our arrival, in which we just looked on more or less as spectators, watching bombs fall on the canal and on Port Tufik and the sputtering reply of anti-aircraft guns shooting at targets sought out by a powerful display of searchlights in the sky.

First Jolt

"On Sunday evening, July 13th, with most of the crew aboard, air raid sirens shrieked a warn-

(Continued on Page 3)

MASS LAUNCHING OF NEW SHIPS

The greatest mass launching in recent years occurred on September 27th when fourteen vessels slid off the ways in east and west coast shipyards. The mass launchings brought the number of ships built under the auspices of the Maritime Commission to a total of 104.

Among the ships launched was the S.S. Alcoa Polaris, which will be manned by a SIU crew.

SUPPORT FROM SEA

The sentiment of the S.I.U. crews on the high seas could not be polled during the bonus beef. But how they felt is indicated by the following cable received in the Union office on OCTOBER 4, 1941 from the boys on the S.S. Shickshinny:

SANSORIGINE NIL NIL
DLT HAWKS SEAFARERS
INTERNATIONAL UNION
NEW YORK CITY

WE HAVE FULL KNOWLEDGE OF MEMBERSHIPS EFFORTS AND ARE BEHIND YOU ONE HUNDRED PER-

While in Washington for the Bonus Beef hearings, S.I.U. and S.U.P. representatives also appeared before the House Committee on Merchant Marine and Fisheries to support H.R. 5446, a bill to give unemployment insurance to merchant seamen, who have been excluded from such government benefits up to the present. Brothers Lundeberg and Hawk spoke at length and urged passage of the bill, which would end this discrimination against the men who sail the ships.

In his report to the membership, Secretary-Treasurer Hawk has urged the membership to

(Continued on Page 4)

Support H.R. 5446 Bill for Seamen's Jobless Insurance

While in Washington for the Bonus Beef hearings, S.I.U. and S.U.P. representatives also appeared before the House Committee on Merchant Marine and Fisheries to support H.R. 5446, a bill to give unemployment insurance to merchant seamen, who have been excluded from such government benefits up to the present. Brothers Lundeberg and Hawk spoke at length and urged passage of the bill, which would end this discrimination against the men who sail the ships.

In his report to the membership, Secretary-Treasurer Hawk has urged the membership to

(Continued on Page 4)

Money Due

CREW OF S.S. ALCOA BANNER

All members of the crew of the S.S. Alcoa Banner, who were paid off in New York after the last trip in September, are entitled to money due them on the Explosive Bonus. This money can be collected by each seaman upon identification at the company offices, 17 Battery Place, N. Y.

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

Affiliated with the American Federation of Labor

HARRY LUNDEBERG, Acting International President
110 Market Street, Room 402, San Francisco, Calif.

ADDRESS ALL CORRESPONDENCE CONCERNING THIS PUBLICATION TO:

"THE SEAFARERS' LOG"
P. O. Box 25, Station P, New York, N. Y.
Phone: Bowling Green 9-3437

Defense Board Decision:

A Raw Deal

It would be just fooling ourselves to stress the gains conceded to the Union by the National Defense Mediation Board decision in the bonus beef — to say that the Seafarers' International Union has come out of the Board hearings with a big victory.

Gains there were, to be sure. After the militant and tenacious fight made by the seamen against the shipowners and the finky Maritime Commission during the strike, the Defense Board would have been hard put not to make the number of concessions it did make. The seamen won them in the first round of a battle in which they fought unflinchingly.

A DANGEROUS TREND

But the concessions that were refused the S.I.U. by the Board and the manner in which the Board's panel acted in the case are cause for grave concern and serious reflection to all union-conscious seamen.

The seamen fought the Maritime Commission to a standstill. Involved in that fight as a foremost issue was the question of a war bonus for the Caribbean or West Indies run. Most affected in this question was the Alcoa Steamship Company, the shipping subsidiary of the powerful Aluminum monopoly.

The Commission went to the extent of open and undisguised scab-herding in order to protect Alcoa from the S.I.U. demand. The S.I.U. stood its ground and the Commission passed out of the picture.

The dispute then goes to the Defense Board and this second government agency is no less a staunch defender of Alcoa against the seamen than the Commission was! The N.D.M.B. also refuses to grant a bonus in the West Indies run! It refuses this demand and doesn't even bother to explain why!

After such an experience, the seamen have not only the right but the duty to wonder who it is that is running the government. We know that "Banana" Robson runs a vital section of the Maritime Commission. Does Alcoa, do the monopolists, run the other vital machinery in all the other government agencies? What has become of what was once proclaimed as a government of the people, by the people and for the people?

WHO PROTECTS LABOR?

Another thing that puzzles the seamen and that they have a right to be concerned about. On the panel which handled the dispute, which was so solicitous about Alcoa not having to pay a West Indies bonus, which was so tough in threatening the seamen with compulsory arbitration, sat Robert J. Watt, a leader of the American Federation of Labor, and presumably Labor's representative on the board. How could a man like that go along with such moves that clearly take the side of the employers? Does the American Federation of Labor approve such a stand on the part of one of its outstanding representatives? Isn't it the job of an A.F. of L. man to see to it that Labor's side is given a fair chance on these government bodies? Does a pledge to support "National Defense" mean that the defense of Labor's rights has to go by the wayside?

These are questions that the seamen must necessarily ask themselves as a result of their experiences in the bonus beef. The S.I.U., faced with government threats and with the lack of cooperation from Labor's representative on the Board, had no choice but to accept the unsatisfactory recommendations of the N.D.M.B.

It was simply a matter of preserving the Union intact. It was simply a matter of taking a few gains in order to build the organization stronger for the future.

But, in building for the future, the seamen will not forget the experiences of this beef. They will have to take into account the lessons learned in this dispute and make use of them for future reference.

Marine Cooks Revolt; Appeal To NMU Ranks

(Continued from Page 1)

West Coast Marine Cooks and Stewards it will not be difficult for us to speak to you openly and frankly.

The Affiliation Ballot that ends today will undoubtedly express the desire of the greater majority of our members to remain independent of the National Maritime Union. This, brothers, is not to be interpreted as an insult to you as Union men. Our position on the question of affiliation is independent of our opinion of you, the rank and file of another maritime union.

Continued Support

In the past we have supported your every struggle to organize, giving you economic and moral support in your 1936 strike and every cooperation in what we all considered important legislative activity. Those of you who came to the West Coast to ship out found us extremely cooperative and only in cases where your worst element disrupted our ships did we find disciplinary action necessary.

But you have permitted to rise in your organization a political group that has acquired a stranglehold on the NMU. Although this group has contributed nothing to the militancy of your organization, but on the contrary committed you to a policy of appeasing the shipowners and the government on the most vital issues, nevertheless through planned maneuvers it was able to take over the organizational control of the NMU. It is this group, in its desperate drive for complete control over the entire Maritime industry, that has driven us into the "unity" ballot. The "unity" they wish us to accept is not the real working class unity of Maritime workers but the top fraction organizational unity of the East and West Coast politicians. We, no more than you, wish to be dominated and shoved around by your officials either in fighting for conditions or determining trade union policy.

Their "Unity"

Quite frankly their record for militancy is lousy and we don't trust them. Your PILOT, just like our own VOICE of the Federation is being used by these people to deceive and betray you into even greater concessions to the shipowners. And the war mongering policy of the editorial staff will mean ever greater sacrifices on your part, even as you have sailed ships to Vladivostok for one-fifth of the bonus of the other west coast unions.

Join Against Misleaders

We could list the innumerable reasons why it is necessary for both of us as maritime workers to effect a clear and effective struggle against the reactionary character of our leadership, their program and their activity. Suffice it to say that it is this question of leadership that makes Unity impossible for both Coasts. It is this question of leadership that has kept your conditions so much lower than ours and prevented you from building your union to the level of economic conditions and union militancy that we have been able to achieve. And even our own conditions have suffered for the last three years because of the appeasing "this is not the time" slogan of

NDMB Imposes Compromise;

(Continued from Page 1)
pletely defeated. The system of bonus payments is and remains on a flat rate basis.

3. The attempt of the shipowners to base bonus pay on a percentage of wages—a "solution" which they sold to the licensed personnel and which would have the effect of breaking the solidarity of the unlicensed rating on this issue—has similarly been scotched. Equal bonus pay, on a flat rate, is to be paid each seaman, whether he be bosun, ordinary, oiler, wiper, or messman.

No "Freezing"

4. The shipowners' plan to "freeze" bonus pay for the duration of the war has fizzled. The Board's decision specifically recognizes that the Union has the right to ask for renewed increases in bonus pay "if the present situation is changed by an Act of Congress, executive action, the spread or contraction of the area of hostilities . . . or the rise or fall of sinkings of American vessels. . ."

5. Mediation machinery has been set up which eliminates the possibility of such delays as the five months lost since last May and the schemes of the shipowners to hamstring the Union with compulsory arbitration. Under the Board recommendations, if after five days after the Union gives the companies written notice of a demand for increased bonus pay, an agreement has not been reached, the matter can immediately be presented to the Division of Conciliation of the U.S. Department of Labor. "If conciliation is not successful in one week . . . the Director of the Division may then refer the case to a board composed of three disinterested persons appointed by the President of the United States," says the N.D.M.B. decision. Such board shall have power to make recommendations."

Retroactive Bonus

6. The increase in bonus pay—from \$60 to \$80 per month and from \$75 to \$100 (plus \$5 additional for each day over five) for

the Port of Suez—is effective on all ships as of August 16, 1941 at the latest "or any earlier effective date set by special rider." In other words, the new bonus gains are retroactive.

7. Most important, the shipowners' dastardly conspiracy to break ALL CONTRACTS with the Union, on the flimsy pretext that the Union violated its agreement when it refused to go in for arbitration, has been squashed once and for all. "Nothing in these recommendations," says the Board decision, "shall be interpreted so as to reduce benefits now existing under collective bargaining contracts. Except as herein modified, existing contracts and arrangements shall continue." That's not only a blow at the conspiring shipowners, but at the treacherous officials of the National Maritime Union, who were conspiring with them and hoping to move in on the S.I.U. ships once the contracts of the Union were declared void.

Facing the Facts

The Seafarers International Union has thus won some highly important decisions in this struggle. The S.I.U. does not go in for the fancy lying of the Stalinist-dominated officials of the NMU, who call every set-back they get a gain and every defeat a victory. The S.I.U. faces the facts and judges them soberly. The bonus dispute has resulted in a decision from the Defense Board which the Union has to accept because it has no better choice, given the present circumstances. It is not a triumph for the Union; far from it. But it does mean a few more rounds won against the shipowners and their stooges. It does show that the S.I.U. can stand its ground. That's the best guarantee that it will survive the difficult times ahead and win more rounds for the seamen in the battle, which is itself far from finished, and which the Union—looking confidentially into the future—knows that it can and will win in good time.

Seafarers' Log Honor Roll

R. Lindsay	2.00	J. Ganzhorn	5.00
S.S. IPSWICH	9.50	G. Whitehurst	1.00
L. Daray	1.00	S.S. TOPA TOPA	4.50
S.S. ALCOA		R. Blades	1.00
PATHFINDER	24.00	Joseph Delmonaco	1.00
Anonymous	1.00	C. Johnson	1.00
James Bingham	.50	S.S. EVELYN	
J. P. Shuler	.50	(Deck Dept.)	2.50
George Allen	10.00	William Wandell	1.00
S.S. DELSUD	21.50	S.S. CARABULLA	10.88
Ed Travers	2.00	S.S. ALCOA CARRIER	7.60
D. Malone	2.00	C. Pope	1.00
S.S. LASSALLE		Donations from San Pedro	23.00
(Engine Dept.)	2.00	S.S. HILTON	6.50
S.S. PONCE DE LEON	8.60	J. Samardje	1.00
S.S. SANDWICH	19.00	S.S. DELPLATA	48.95
T. Varnon	1.00	E. Lindsey	1.00
S.S. MONROE	10.45	E. Folsom	1.00
Anthony Melewski	2.00	J. Linn	1.00
A Member	3.00	S.S. LAFAYETTE	23.00
S.S. WEST IMBODEN	21.00	A. Witulski	5.00
S.S. ALCOA SHIPPER	8.40	C. Jackson	6.00
J. Anderson	1.50		
S.S. CITY OF ALMA	59.00		
		Total	\$362.88

our leadership.

Our Fight

In these next months and years of war crisis and labor struggles unity between both coasts must be the actual fight to maintain conditions and preserve our unions. We do not trust the present leadership of the Maritime Union to conduct that fight resolutely or effectively. That fight is ours, as the rank and file membership of both unions; a cause that is common to all workers, maritime and otherwise, when their conditions and their organizations are under attack.

In the ever developing struggle

against the encroachment of the shipowners and reactionary legislation you will find us with you, fighting every inch of the way. We pledge you our whole-hearted support in every economic and political fight . . . we pledge you the hard earned militancy that has come to us through the great strikes of '34 and '36.

In spite of our reactionary leadership we pledge you the unity that only workers whose livelihood is earned by the sweat and the effort of their labor can feel. That unity can never be voted on . . . that unity can never be destroyed.

What's Doing—

Around The Ports

NEW ORLEANS

Dear Sir and Brother:

The Maritime Commission is complaining about us tying the ships up, but from the way the Germans are sinking the ships going out, they should thank us for keeping them tied to the docks, and away from the Nazi submarines.

Some day in some place, maybe soon, maybe years from now, we may get a newspaper to print our side of the story. As we pick up the papers today we see where we are unpatriotic Americans, communists, and other high-handed phrases the capitalist-owned press and Maritime Commission can think up. We see where we are stabbing our fellow Americans in the back because we are tying up National Defense. But yet we never see where we, the seamen, who risk our lives to keep other nations alive and give them the things it takes to carry on the war against the one who really threatens us, get one bit of praise or support from the papers or any government agency.

This morning we see in the papers and hear on the radio where they have appropriated another 8 billion or so dollars for lease-lend. Yes, brother, around 8 billion dollars for England, France and what have you. We, the seamen are the ones that will have to sail the ships that bring the majority of the lease-lend products to the other countries. No, brothers, not the men who have that money. They will never have to leave their "dollar-a-year" (\$25.00 a day expense) jobs to sail these ships across the seas and into the war zones. They have appropriated this money for the other countries, but where is the money for their own American seamen who are out on strike for a decent war bonus? No, brothers, not one red cent for us! We don't rate it as far as they are concerned.

The M.C. made great plans, how they would take every ship the SIU struck and sail it with Finks. It made these plans and

threats and put it in the papers, the same papers the seamen couldn't beg, borrow or steal a column in, to give their side of the story.

But yet with all their plans and false propaganda we won the first inning.

Yes, brothers, we have built a damn good ball team. We are winning out, playing against great odds, Mr. Shipowner & the M.C.

Let's keep our score high. Let's prove to them that we mean business; prove to them that we should come first, as American Citizens and American Seamen. Brothers, in closing I want to say, that if we keep our chins up like we did during the strike, we can't lose.

Fraternally yours,
C. J. "Buck" Stephens,
New Orleans, Engine Pat.

PROVIDENCE

The following is a letter in reply to an anti-labor blast in the employer-run press.

Sept. 25, 1941.

Editor
Pawtucket Times
Pawtucket, R. I.

Dear Sir:

In your editorial published in the September 24th issue of the Pawtucket Times you state that the strike called by the Seafarers' International Union "An unjustified strike because it is a strike against the public safety." You refer to the bonus asked by the Seafarers' International Union for ships' crews entering war zones.

As an Editor, Sir, will you kindly explain to me and the public your experience and qualifications as a seafarer? Do you appreciate the hazards and hardships that a member of the S.I.U. undergoes, as well as the worry and uncertainty of the members of his family whom he leaves behind, when he performs his duties in these troubled times? As you know, several American ships have already been sunk and even

the most romantic optimist could not dare hope that more ships will not be sunk. It is fortunate, indeed, that up to the present, no American lives have been lost. Your attempt to belittle our claim on the ground that the West Indies waters have not been declared by our Government to be a part of the war zone yet. Your article refers to "waters in which there may be some risk even though they are not actually included in the area defined as war zones." What do you call being torpedoed—just going for a swim? Is there no risk in being sunk and put adrift in a lifeboat for God knows how many days, with possibly no chance of taking food and water in the lifeboat with you? Then what is your idea of risk?

You say that the United States Maritime Commission has been ready to engage in a study of war bonus? Why have they then repeatedly told the steamship companies not to give a war bonus? The Maritime Commission has never, at any time, been ready to aid or help the unions in any trouble, be it on conditions of better living or working conditions, in other than its own selfish way of doing business.

It is true that our President did not declare the West Indies a war zone, but sea raiders know no boundaries. At the same time the issue is not confined to the waters of the West Indies. Consider those ships entering the ports of British Africa and the Red Sea. Such ships may easily become the prey of raiders.

You further state that the union leaders were not willing to wait—in other words, not to strike. We, in the S.I.U. gave the steamship owners plenty of time to meet our demands. But no. They would not listen to any demand in reason from us. But the Maritime Commission and the shipowners did meet behind closed doors with the licensed officers of the deck and engine departments and granted their demands, disregarding the S.I.U., which is the representative of the seamen in general. These seamen, who really carry the brunt of the work, were left out in the cold. However, the latest information to come to the attention of this office in Providence, is that the matter has been taken from the hands of the Maritime Commission and that the bonus dispute has been certified to the National Defense Mediation Board by the Secretary of Labor in line with President Roosevelt's Proclamation of May 27, 1941.

Now, Mr. Editor, I hope that you will please let the public in general see this letter and just read what the score really is on this war bonus strike.

Sincerely yours,
Joseph E. Lapham,
Providence Agent of the
Seafarers' Int. Union

NOTICE!

EDWARD DUPUY
Please get in touch with
Local Board No. 14,
New Orleans, La.
A. A. SAULS, G-223
Get in touch with your aunt
Mrs. W. M. Sauls, Box 114,
Ridgeland, S.C., immediately.

(Continued on Page 4)

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

Secretary-Treasurer's Office

Room 213 — 2 Stone Street, New York City

P. O. Box 25, Station P

Phone: BOWling Green 9-3437

DIRECTORY OF BRANCHES

BRANCH	ADDRESS	PHONE
NEW YORK	2 Stone St.	Bowling Green 9-3437
	Dispatcher's Office	Bowling Green 9-3430
BOSTON	330 Atlantic Ave.	LIBerty 4057
PROVIDENCE	465 South Main St.	Manning 3572
BALTIMORE	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
NORFOLK	25 Commercial Pl.	Norfolk 41083
NEW ORLEANS	309 Chartres St.	Magnolia 3962
SAVANNAH	218 East Bay St.	Savannah 3-1728
JACKSONVILLE	136 East Bay St.	Jacksonville 5-1791
TAMPA	206 So. Franklin St.	Tampa M-1323
MOBILE	55 So. Conception St.	Dexter 1449
TEXAS CITY	105 4th St., N.	Texas City 722
MIAMI	1348 N.E. First Ave.	Miami 2-2950
SAN JUAN	8 Covadonga St.	San Juan 1885

Buchanan Crew Tells How Nazis Bombed Ship at Suez

(Continued from Page 1)
ing. Most of the seamen aboard the BUCHANAN were asleep in their bunks and didn't pay much attention to it. Suddenly, at 2 o'clock in the morning, I was shaken in my own bunk and the ship seemed to have undergone a severe shock.

"We rushed out on deck to find out what was the matter. The first thing we heard was the popping off of a tug tied to the stern of the ship. The native longshoremen were rushing around in all directions, jumping into barges and doing their best to get clear of the ship in a hurry.

Under Fire

"We discovered that a bomb had landed a few feet astern of the ship, which had caused the percussion we felt in the fore-cabin. Most of the crew assembled around the square of the promenade deck outside the sailors' quarters. We could no longer retain the calm bearing of mere onlookers. We felt that we were under fire. I don't hesitate to say that my heart was practically in my throat at that moment. All of the crew had similar feelings.

Another Blast

"While we were discussing this first blast, in the excitement we suddenly heard the roar of a plane diving for the ship and soon the shrill whistle of a falling bomb followed. We made for the alley ways leading to our quarters in an attempt to get off the open deck. With a sigh of relief we heard a bomb detonating in the water about 20 yards on the port-side.

"Once again, this time cautiously we came out in the open square to see what had happened. There, across the bay, we saw a huge burst of flame shooting up from the deck of a ship.

S.S. Georgic Ablazed

"A soldier nearby shouted excitedly: 'What's the position of the GEORGIC!' The next day we found out that it was the 28,000 ton S.S. Georgic, but we never could discover how many people had been killed in the raid. We watched her for a while and saw her blazing hulk being towed through the water to get her out of reach of other ships.

"After this incident we needed no further convincing as to our ships being actually subject to destruction by the Axis raiders.

Third Bombing

"As we were watching the GEORGIC in her agony of fire,

the plane zoomed down upon us again and we rushed for cover once more. Another bomb went off in a deafening roar, this time on the starboard side. We waited up for a while and when we heard the sound of the 'All-Clear' signal, we went back to sleep.

Damage Surveyed

"The next morning we surveyed the damage. The sanitary lines were broken down. Pipes and pumps were out of order. Several of the radiators had been torn from the wall. The concussion from the first bomb had ripped off a ventilator on the poop deck. Two longshoremen had been killed as they jumped off the ship to seek safety. The remaining longshoremen had left the ship and taken to the hills where they dwell. Cargo was not being worked.

Lack of Precautions

"We attributed the attack to the fact that the BUCHANAN, being a former passenger ship, had its huge midship houses painted white which showed up as a perfect target in the moonlight. Nevertheless, even after this attack, although the midship houses were covered with canvas as a measure of precaution, a barge-full of white flour-sacks was tied up alongside of us, making us as much of a target as before.

"Two other American ships were close by. One was the S.S. Montanan, also manned by an SUP crew and the S.S. Knoxville City, an Isthmian Line ship. They were spared our experience, but the Montanan got a warm reception, as it had just arrived.

Back Bonus Beef

"The next few days, before we pulled out, were days in which we lived in expectancy of further bombings. The port was in the grip of terror."

When asked how the BUCHANAN boys felt about the war bonus, they declared:

"After this trip, we feel that they value our lives damn cheap if they think that \$60 a month and \$75 for entry into Suez can even begin to compensate seamen for putting up with the Nazi bombings, let alone all the other untold hardships that we have to go through on a trip like this. You can be sure that we were all behind your strike 100 per cent. We're ready to back the demands for higher bonus and war risk insurance to the limit. And we've got this horrible experience in Suez to back us up in this just demand."

Alcoa Wins Right to Sabotage 'Defense'

The Aluminum Company of America is out to defend its glutted bankroll, not only against seamen who ask a decent wage for sailing its ships, but also against the United States Government who, since 1937, has been trying to break the monopoly's death-grip upon the country's supply of aluminum.

Alcoa lost its first round to the seamen (when its stooge Maritime Commission was eliminated from bonus negotiations), but this week it won the first round of its fight with the government. Federal Judge Francis G. Coffey rendered a decision which denied, in all essential respects, the four and one-half year old government suit to break up the Aluminum trust under the Sherman anti-trust laws.

Judge Coffey's involved and legalistic reasoning will permit Alcoa to continue to corner all raw materials and plant facilities for the production of the valuable metal. It will continue to set prices and conditions of sale and prevent expansion of production facilities by competitors. In short,

Alcoa will be able to continue its self-seeking sabotage of "defense" efforts by restricting the amount of aluminum produced for the building of war planes.

Even as the long-winded Judge began a three day reading of his opinion, a Senate investigating committee in Washington was uncovering additional hair-raising facts on Alcoa's anti-democratic maneuvers.

As usual, these revelations were ignored by the employer-dominated press (Alcoa does a lot of advertising). But *The Nation*, a liberal weekly magazine which does not depend upon advertising for its existence, did publish a story written by I. F. Stone. The

(Continued on Page 4)

MORE ABOUT:

RECOMMENDATIONS OF THE DEFENSE MEDIATION BOARD

(Continued from Page 1)

an observer and mediator at the collective bargaining negotiations. These recommendations do not affect those methods or any unexpired contracts.

5. However, a special problem arises from the risk run by men who go to sea in time of war. This problem has not been solved by the existing or contemplated contracts. It is with this problem that these recommendations are concerned.

6. The first part of this problem is to provide for bonuses for war risk which will be fair under present conditions. The second part of this problem is to provide machinery for making equitable future adjustments if conditions change.

7. To meet the first part of the problem, the National Defense Mediation Board recommends that until changed, as provided in paragraph 8, the following war bonus rules shall govern those who become signatory to these recommendations:

a. There shall be five war risk areas, namely:

1. Trans-Atlantic voyages to Spain, Portugal; East, South or West Coasts of Africa, Red Sea, Persian Gulf, India, Iceland and Greenland. (Whole voyage; except that if any vessel continues eastbound to United States ports via India and the Pacific Ocean said bonus rates for such area will continue until the vessel passes the 180th Meridian, eastbound, and thereafter no further bonuses will be payable.)
2. Trans-Atlantic voyages to Russia (Archangel, etc.) (Whole voyage)
3. Trans-Pacific voyages to Japan, Philippine Islands, China, Indo-China, East Indies, Malayan Peninsula. (After crossing the 180th Meridian westbound, until recrossing the same Meridian eastbound.)
4. Trans-Pacific voyages to New Zealand or Australia. (From arrival of vessel in Suva or the crossing of the 180th Meridian, westbound, until departure from Suva or crossing the 180th Meridian eastbound.)
5. Canada (Atlantic Coast.) (While vessel is north of 35 degrees of north latitude when bound to or from a Canadian port.)

b. An able-bodied seaman shall be paid a war risk bonus at the rate of \$80 a month in the first four areas and \$33 in the fifth area. Other unlicensed personnel shall be paid the same bonus.

c. There shall be paid to able-bodied seamen in addition to the area bonus just provided, the following port bonuses:

1. For the port of Suez, or any other port which is subject to regular bombing, \$100, plus \$5 per day for each day beyond five days that the vessel is in that port.
2. For any port in the Red Sea or in the Persian Gulf not covered by paragraph (1) *Supra*. \$45.—The same bonuses shall be paid other unlicensed personnel. The Board makes no recommendation as to port bonuses for Vladivostok or ports in Iceland.

8. To meet the second part of the problem, the National Defense Mediation Board recommends that the following machinery for making equitable future adjustments shall govern those who become signatory to these recommendations:

a. Any signatory may ask for a change, an addition to, or subtraction from the present war bonus rules set forth above if the present situation is changed by an act of Congress, executive action, the spread or contraction of the area of hostilities in the Eastern or Western hemispheres, the entry into the war or withdrawal from the war of belligerents, or the rise or fall of sinkings of American vessels. Such proposed change shall be limited to the areas where conditions are alleged to have changed.

b. The signatory asking for the change shall present his request in writing to the party from whom the change is sought. (Meetings shall occur at once.) If agreement between them is not reached one week after the request is presented, either party may present the matter to the United States Department of Labor Division of Conciliation for conciliation. If conciliation is not successful in one week after the matter was presented to the Division of Conciliation, the Director of the Division may then refer the case to a board composed of three disinterested persons to be appointed by the President of the United States. Such Board shall have power to make recommendations.

9. The recommendations in paragraph (8) shall be effective until November 1, 1943. Paragraph (7) shall be effective until November 1, 1942. During the period of these recommendations there shall be in connection with and on account of war bonus issues, no lock-out, slow-down, or like action by either owners or men represented by those who become signatories to these recommendations.

10. Nothing in these recommendations shall be interpreted so as to reduce benefits now existing under collective bargaining contracts. Except as herein modified existing contracts and arrangements shall continue.

1. These recommendations shall become effective upon all ships which sailed on or before August 16, 1941 or any earlier effective date set by special rider.

12. If any dispute arises as to the interpretation of these recommendations, and if the parties cannot adjust that dispute by collective bargaining, either party may refer it to the Division of Conciliation for conciliation, and, if conciliation fails, either party may refer it to the three-man board referred to in paragraph (8) for interpretation.

NATIONAL DEFENSE MEDIATION BOARD

By Charles E. Wyzanski, Jr., George H. Mead, Robert J. Watt

The representatives of the Seafarers' International Union of North America, Atlantic and Gulf District, though not fully in accord with the recommendations, agree to carry back these recommendations to the Union's membership and to explain to the membership the circumstances as to why it is to the Union's interest to accept these recommendations and explain to them their responsibility in connection with these recommendations.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

By John Hawk, M. D. Biggs, Howard Guinler, Sydney Gretcher

More About:

Alcoa Privileged To Sabotage

(Continued from Page 3)

title of Stone's article was "Making Defense Safe for Alcoa."

The government had long planned to expand aluminum production by Federal financing of plant facilities. This program was entrusted to one of those phoney "\$-per-year" men, and Stone reveals how he did the job up brown!

Arthur H. Bunker, of OPM, was the man given the task of battling the Aluminum trust. This was about as sensible as hiring a thief as night watchman in a jewelry store. Bunker is vice-president (at \$60,000 per year) of the Lehman Corporation. The Lehman Corporation holds stock in Alcoa. That made everything nice and cozy. Bunker acted as Alcoa's stooge within the government.

The Senate investigating committee revealed the following facts:

1. Bunker still draws his 60 grand from the Lehman Corporation, which in turn makes some of its money from Alcoa.

2. After four months not a shovelful of dirt has been turned on the 600,000,000 pound aluminum expansion program announced by OPM last May.

3. The first contract to be signed under the program obligated the government to spend \$52,000,000 to finance new aluminum plants but leaves Alcoa to build them and to operate them when and how it pleases.

4. Under the contract, after Alcoa has permitted aluminum to be produced in the government

plant, the government cannot use its own products except at a price satisfactory to Alcoa.

5. No raw aluminum can be turned over to other plants for processing except on terms OK'd by Alcoa.

The Aluminum trust, in other words, was far from "liquidated." It was even able to extend its power and influence. And all this was possible because it succeeded in placing a stooge in a key government job.

Alcoa was less successful in its fight with the seamen. The solidarity of the seamen is what turned the trick. It is a solidarity that will not be broken by Alcoa, or the Maritime Commission or any of their agents or stooges.

FROM A SEAMAN ON MANEUVERS IN THE ARMY

Fort Bragg, N. C.
Sept. 26, 1941.

Dear Brothers:

I heard on the radio that you boys are on strike. I'm on maneuvers here in S. C. . . . I just made P.F.C., which puts a stripe on each arm and gives me a raise of \$6.00 a month.

Just got your two papers. Boys, I'm right for you and I wish you all the best luck in the world.

I don't blame you for striking, looking at all the ships that are being sunk. The boys sure are risking their lives.

I'd give anything to be walking that picket line with a sign on my back.

So long, and thanks for the newspaper.

Steady as she goes.

SIU—Atlantic, 6577

BOARD'S ALTERNATE PROPOSAL

(The following is the text of the "alternative" recommendation proposed by the NDMB. It amounts to practical government control of labor.)

The dispute which was certified to the Board arose out of the tie-up of 23 ships in New York Harbor. The parties who were certified involved those who were in that dispute, namely: some shipowners affiliated with the American Merchant Marine Institute, Inc., other shipowners affiliated with the Pacific American Shipowners Association, Waterman Steamship Corporation, Seafarers International Union of America, affiliated with the American Federation of Labor, and Sailors Union of the Pacific, affiliated with the American Federation of Labor. Because of the nature of the dispute, the certification did not involve other important shipowners, unions affiliated with the American Federation of Labor, unions affiliated with the Congress of Industrial Organizations and independent unions. Moreover, the dispute as presented related solely to questions of war bonus, and did not cover the general collective bargaining contracts, most of which expired September 30, 1941.

The shipowners stated that in their view the problem was an industry problem with ramifications affecting many companies and unions not party to the dispute. They urged the importance of establishing a permanent stabilization program similar to that which OPM has created in shipbuilding.

The two unions which were a party to the controversy sought a decision on that particular issue. The Board explored this possibility and made tentative suggestions which would have resulted in increases in monthly war bonuses and Suez port bonuses and which would have provided a board for future adjustments. However, one of the Unions took the position that all the shipowners, in addition to raising the monthly bonus 33 1/3%, ought to be required to meet in each area the highest bonus arrangement which any one shipowner, whether or not a party to the dispute, is now paying. Thus, that union's position as it developed was that the problem was industry-wide.

In this situation this Board makes the recommendation:

1. The problem of war bonus and allied questions as well as any questions which are not settled by collective bargaining in the negotiations now being carried on by the shipowners with any union may, at the request of any party be referred to a commission of three neutrals appointed by the President. This Commission shall hear in such manner as it deems appropriate, all interested parties and shall try to evolve an appropriate stabilization program including war bonuses, general wages, hours and working conditions, and settlement of the present controversy. The Commission shall report to the President.

2. Until the Commission has reported to the President, this Board will hold the case on its docket. Thereafter, if the parties cannot agree on the application of the Commission's report to the present dispute, the Board shall make recommendations including the setting of an appropriate retroactive date. In the meantime the parties shall continue to observe their promises to operate and man ships without interruptions due to disagreements on war bonus and allied questions.

Hazards to Crew In Persian Gulf

The S.S. Lafayette left New York City bound for Iraq on March 19, 1941. A few days out, several seamen raised a beef aboard the ship because the drinking water had gritty substance in it. The washing water was contaminated with fuel oil drops. The captain promised the men that he would change the drinking water upon arrival at Capetown.

After reaching Capetown, and anchoring for several hours, we left for Mombassa without fresh water. Fresh water finally was taken on at Mombassa.

The first few days after our arrival in the hot climate of the Persian Gulf we could not get drinking water out of the gravity tanks. The Chief Engineer told the saloon pantryman to use sink water for drinking. The saloon pantryman consulted the steward who told him it was alright to use this water since the Chief Engineer had OK'd it. The crew and the officers aboard ship were forced to use this water from the double bottom tanks or die of thirst in the Persian Gulf.

At times the temperature rose to 135 degrees. We were in Basrah about fifteen days. It is quite possible that the dirty diseased water from the Euphrates River was pumped into the double bottom tanks, because we reached Basrah with 50 tons of water there. After leaving Basrah we had 80 tons of water, having discharged cargo from 6 a.m. to 8 p.m. daily. Also we used the water constantly and even had the ship's laundry done aboard.

Most of the men took sick with chills, boils, or dysentery. One ordinary seaman was left in Colombo, Ceylon, with malaria of the brain. Many were partially ill throughout the trip.

The Captain and the Chief Engineer used the lower bridge frequently for pistol practice during the voyage, thus endangering the lives of the deck department unnecessarily. At one time when the deck department used airhammers on the bridge, the Captain and the Chief Engineer were engrossed in their target practice, and it took quite a while before the deck crew knew that the shooting was in progress, the noise of the air hammers covered up the noise of the shooting.

When the S.S. Lafayette left Capetown the Captain ordered a blackout on decks until her arrival in Bandar Shapur, Iran. He thus deprived the crew of the protection of the American Flag. The British government requested this action. A letter of complaint was sent to Cordell Hull, Secretary of State, about this action. This letter was properly signed by the crew members.

Ships' crews in the future should request inoculations against tropical fevers, a good supply of lime juice, and mosquito nets before going into the hellish climates of the Red Sea and the Persian Gulf.

Harry Heschkowitz,
Book No. 20911.

Support H.R. 5446

(Continued from Page 1)

send in telegrams to Washington, expressing their vigorous approval of H.R. 5446. All Branches and ships' crews should wire Representative O. S. Bland, Chairman of the House Committee on Merchant Marine and Fisheries, indicating their stand in favor of this Bill AT ONCE!