

## AMALGAMATION CARRIES!

### ATTENTION! ALL AGENTS, PATROLMEN AND DELEGATES

In the SEAFARERS' LOG of Saturday, July 20, 1940, we printed IN FULL the "Policy Regarding the Taking in of New Members and the Issuance of Permit Cards and the System of Handling the Same." THIS POLICY MUST BE STRICTLY ADHERED TO.

We wish to stress particularly those paragraphs in this policy which affect the shipping of Permit Men. In order to refresh your memory we quote them once more:

#### Policy Regarding Permit Men

Permit Cards are to be issued *only* to non-members being shipped to fill jobs because no book members or Permit Card men are available to fill such jobs. They are to be issued Permit Cards at the time they are dispatched to the job and at no other time.

PERMIT CARDS ARE TO BE ISSUED TO NO OTHER PERSONS — NO PERSON SHALL BE ISSUED MORE THAN ONE PERMIT CARD — THEY SHALL BE REQUIRED TO RETAIN AND USE THE ONE PERMIT CARD ISSUED TO THEM.

Permit Card men who are shipped to jobs are to be allowed to make at least one complete round trip but after such round trip is completed, they may be required to relinquish their jobs upon demand of any book member desiring such job. Such demand shall be made thru the Union's offices and the dispatching of such jobs shall be done in accordance with the policy.

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### Permit Men Regulations: Safe-Guards for the Union

#### AIM TO PROTECT MEMBERS' RIGHTS AND FORESTALL N.M.U. STOOGES

The regulations adopted with regard to Permit Men have a distinct purpose. Above all else, these regulations are intended to protect the interests of the good-standing members of the Seafarers' International Union.

These members have first call on all jobs coming into the dispatcher's office. That is a right which must be guarded at all times. Under the regulations, Permit Cards can, therefore, be issued **ONLY** when no regular book member is available for a job.

Secondly, the regulations are intended to stop the influx of SABOTEURS from the NMU headquarters. Slimy rats of this type are **INSTRUCTED** to join the S.I.U. in order to kick and gripe about the agreements they are working under.

It doesn't matter to these stoozes that the S.I.U. agreements, even those with the lowest scales, are far better than the best NMU agreements.

It doesn't matter to these phoneyes that S.I.U. agreements are negotiated by committees consisting of rank and file members as well as officials, all elected at regular membership meetings.

#### Guard Against Saboteurs

It doesn't matter to these sabo-

teurs that agreements made by the S.I.U. must be ratified by the membership before they can be signed—which is NOT the case in the NMU!

The agents of the wrecking crew don't care about all this—they are out to cause dissension and confusion among the true S.I.U. membership. Their job is to undermine our union.

#### Protect YOUR Agreements!

That is why we must be on guard against them. That is why the S.I.U. policy regarding Permit Men must be strictly adhered to.

It is a matter of self-protection.

Beware of the Commie saboteurs! Protect the agreements you are working under! Put your shoulder to the wheel—help build a bigger and better bona-fide organization for seamen!

### S.U.P. Orders Libel Suit vs. Commie Rag

As we go to press, word reaches us that the S.U.P. membership, in San Francisco has voted to bring a libel suit against "Voice of the Federation," the paper of the Commie stooges on the West Coast. The lying rag had printed a story to the effect that Harry Lundberg, Secretary-Treasurer of the S.U.P. and Acting President of the S.I.U., had joined a committee with Roger Lapham, the West Coast shipowner, to boost the Burke-Wadsworth Conscription Bill.

"It's a goddam lie all the way through as far as I am concerned," Lundberg told the S.U.P. at a membership meeting, "and now it's about time the membership of the S.U.P. takes a stand on whether or not they're going to let a lot of scab-herding, yellow bellied Communist stooges publicize a lot of filthy lies or whether to go to town and drive them back into their rat holes where they came from."

The membership voted **UNANIMOUSLY** to "go to town".

### They'll Be Calling On The Boy Scouts Next

We are reliably informed that in his attempt to sell out the seamen on the coastwise increases, Joe Curran sent college kids around to the Savannah Line for jobs. We suppose that was just some more of the NMU's drive to "reorganize" the "unorganized" S.I.U. ships. Like all such drives conducted by the NMU, it was a dismal flop.

### A. F. of L. MEMBERSHIP HITS ALL-TIME PEAK

Washington, D. C. — The membership of the American Federation of Labor—dues-paid membership—now stands at the highest point in its history.

Secretary-Treasurer George Meany reported to the Executive Council that 300,000 new members have been gained since last August. This brings the total dues-paid membership in the American Federation of Labor to 4,300,000.

### Big Majority Favors Merger; All Shipping Rules Approved In Referendum Ballot

#### UNIFIED ORGANIZATION MARKS MILESTONE OF PROGRESS IN FIGHT FOR EAST COAST SEAMEN

By an overwhelming majority, the members of the Seafarers International Union of North America have voted for the amalgamation of the Atlantic and Gulf districts of the organization in a referendum on which balloting was concluded last week. Balloting in all ports had been in process for thirty days. The vote was cast on a resolution calling for amalgamation as well as for the adoption of uniform shipping rules.

This action of the membership eliminates the present cumbersome system, whereby two sets of book-keeping and financial records are kept—one in New York and the other at New Orleans—and establishes one central office for the unified district at Washington, D.C. The Washington office will also be used as a legislative office for the entire International.

#### Milestone of Progress

Amalgamation marks a milestone of progress for the S.I.U.—it means greater efficiency, the elimination of waste and duplication of effort, increasing services for the benefit of the membership.

The previous set-up, with two separate districts, had been established for the purpose of rapid organization work among seamen under the A.F. of L. banner, when the union was chartered nearly two years ago. Now, with a stable organization and numerous closed shop contracts an actual achievement, the S.I.U. membership has felt that a tightening of the organizational structure is in order.

#### Officers Remain at Posts

The present Secretary-Treasurer of the Atlantic and the acting Secretary-Treasurer of the Gulf and all other officials are to remain at their posts in these two sections of the District to handle the organization work of the union in their respective ports.

A Secretary-Treasurer of the unified Atlantic and Gulf Seafarers' Union will be appointed by the Acting President of the International and will serve until the next election.

#### Rules' Conflict Eliminated

Uniform shipping rules were likewise adopted by the referendum vote. Conflicts caused by different regulations previously in force in one district as against the other are completely done away with. The SAME rules will henceforth apply in EVERY port on the Atlantic Coast and in the Gulf.

The Tallying Committee's report has already been concurred in by the Headquarters branch of the Atlantic District in New York. Concurrence by the other branches is awaited before amalgamation and the uniform shipping rules are officially put in force.

(The Amalgamation Resolution appears elsewhere in this issue)

## AMALGAMATION RESOLUTION

(ADOPTED BY REFERENDUM, AUGUST 1940)

Atlantic and Gulf District, Seafarers' International Union of North America

WHEREAS: The Seafarers' International Union of North America, Atlantic and Gulf Districts, were organized in November 1938 with the specific purpose of unifying the seamen under the banner of the A.F. of L. and to form an organization run by seamen, for seamen, and

WHEREAS: For the purpose of organizing rapidly two districts were set up, one in the Gulf and one on the Atlantic coast, and

WHEREAS: At the present time we have organized a stable organization in both the Atlantic and Gulf with closed shop agreements with various steamship companies, and

WHEREAS: Members of the Atlantic District and those of the Gulf District have the same privileges in regard to shipping, participating in meetings, voting on various questions, whether in New York

(Continued on Page 4)

Published by the  
**Seafarers' International Union  
of North America**  
*Affiliated with the American Federation of Labor.*

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

**Atlantic District**

**HEADQUARTERS**

New York (Phone: BOWling Green 9-3437) ..... 12 Stone Street

**BRANCHES**

Boston ..... 330 Atlantic Avenue  
Providence ..... 465 So. Main Street  
Philadelphia ..... 6 North 6th Street  
Baltimore ..... 14 North Gay Street  
Norfolk ..... 60 Commercial Place  
San Juan, Puerto Rico ..... 8 Covadonga Street

**Gulf District**

**HEADQUARTERS**

New Orleans ..... 309 Chartres Street

**BRANCHES**

Savannah ..... 218 East Bay Street  
Jacksonville ..... 136 Bay Street  
Tampa ..... 206 South Franklin Street  
Mobile ..... 55 So. Conception Street  
Texas City ..... 105 4th Street N.

**Great Lakes District**

**HEADQUARTERS**

Detroit ..... 1038 Third Street

ADDRESS ALL CORRESPONDENCE CONCERNING THIS PUBLICATION TO:

**"THE SEAFARERS' LOG"**

P. O. Box 522, Church St. Annex, New York, N. Y.

**SAME OLD SONG:**

**Words by NMU; Action by SIU**

There seems to be no limit to the NMU leadership's power . . . to deceive itself and the uninitiated among its membership. We have seen recently how this has worked out in the matter of coastwise increases in monthly and overtime pay. This week we are afforded a few more examples of NMU power and light. . .

**"THE BIG ISSUE"**

First, the Pile-it tells us, conditions on one of the NMU lines are such that

"The big issue aboard the Morgan Line vessels today is who is going to live in these quarters: will it be the bed bugs or the crew?"

Now, you would imagine that, with things coming to such a pretty pass, the "powerful" NMU would show its strength a bit. Well, it does. The same editorial in the old scandal sheet tells us: "The NMU is backing the crew." And how! Yes, just how?

We'll let "strong-man" Joe Curran explain:

"In my opinion, the BEST way to show up what little consideration companies like the Morgan Line give to the living conditions of the unlicensed personnel is to keep on fighting them and EXPOSING them in the PILOT."

Print a few pictures of the stinking foc'sles, call the bed bugs a few harsh names—that's how you fight against unsanitary, health-wrecking conditions suffered by seamen! That is, that's how you "fight" a la Curran.

**HOW S.I.U. HANDLES "ISSUE"**

There have been beefs against faulty fumigation on S.I.U. ships too. But how does the S.I.U. handle the situation? Very simply, entirely without the use of mirrors—or three pages of pictures and type. These beefs are considered minor issues in the S.I.U. By COOPERATION between the patrolmen and the crew, the issue is brought to a satisfactory settlement with the company. That gets ACTION.

**ANOTHER CRUSADE**

Next, we learn that the NMU is on another crusade. The notorious "Blackie" Meyers is for increasing the manning scale. He is for it . . . to the use of two full pages in the Pile-it, pictures and all.

The S.I.U. is out for increased manning scales too—but it has deeds to back up its words. In the fall of 1938 S.I.U. men struck the Lykes Line because of the practice of laying off water-tenders.

What did Curran, Meyers and Co. do then? Why, nothing more than just this: they placed scab crews on board the Lykes ships! That's how the NMU officials' "fight" for increased manning scales looks in practice. . .

No, NMU WORDS just won't square with NMU ACTIONS.

Go over the facts:

Are you for increases in monthly pay and overtime? The NMU gives you—words and words in the Pile-it (mostly tearful ones about the sad plight of the shipowners to justify a \$2.50 sell-out). The S.I.U. gives you ACTION—the 10-10!

Are you for decent crew's quarters? The NMU gives you—words (and pictures) in the Pile-it. The S.I.U. gives you ACTION: it just gets rid of the bed-bugs.

Are you for increased manning scales? Just judge from the past record: You'll get words—from the NMU. For ACTION—the S.I.U. will be on the job again!

**THREE MUSKETEERS**

**Blitzkrieging  
Political  
Blisters**

The politicians are acting according to Hoyle in France.

When the going got hot due to their blundering action in directing the campaign against the Nazis, those who were holding power decided to scram and leave the French armed forces and people to face whatever music Hitler had in store for them. Then, when the jig was up, they changed the "regime" and to finish the job for Hitler, went lock, stock and barrel on the Nazi bandwagon.

They even went to the extent of creating a Fascist government, these leaders of one of the greatest democracies the world has ever known!

It isn't hard to understand the machinations of the politicians. They thrive on opportunism and unkept promises. So a little matter like selling out an entire people and country in order to gain their selfish aims is nothing unexpected—if you know their political history.

Dictatorships appeal to the politicians due to the fact that whatever office they assume in a totalitarian state will be permanent, just as long as they will stooge for one or another "top fraction." Stooging being a natural gift with them, this won't be a difficult task.

What bearing has the above on labor in our own fair land? Well, we don't have to look far. Look at the anti-labor legislation that is of late being placed before Congress.

If we didn't have an alert representative in the person of Harry Lundeberg, the seamen would long ago have lost their rights to organize and bargain collectively. Many of these proposed bills were aimed at the seamen directly. We are all acquainted with them.

True to form, the politicians in the NMU leadership who represent the Communist party in the maritime field have invariably accepted this anti-labor legislation. Why are these rats so anxious to see the power of labor destroyed? There is only one answer to this question. That is: Just so long as labor is strongly organized, the Communist party is powerless to gain any support from the workers of this country.

We have only to look back to those years when the depression started to prove this contention. When bread lines were rampant, when jobs were scarce and the conditions of the workers were at a coolie level, the Commies were able to arouse enough sentiment to conduct numerous activities among large groups of people. Marches on city halls and to the Capitol took the place of organization on the job.

So in conclusion, let this be a reminder to all of you who wish to retain your freedom and maintain your democratic rights. Don't trust the politicians to do the job for you. Labor must be on its toes and defend itself. No one else will do it for you.

The Three Musketeers,  
W.B. No. 1994  
J.F. No. 542  
H.J.C., No. 496

**FROM TEXAS CITY**

**Views of a Sea Gull**

*A Wise Old Bird Reviews the History of Seamen, Their Unions and Their Struggles*

Since the days when I first started following ships and watching the actions and antics of the men that crew them, I've done a little thinking . . .

I've seen the days when men were marshalled before the mast to take the flogging ordered by the despots who commanded the vessels carrying the commerce of the world.

I've seen the government pass laws outlawing such discipline. I've seen the blacklist supplant the lash, and the unions supplant the blacklist. And now the strangest of all situations has me intrigued. . .

**Founding of S.U.P.**

In 1885 I was sitting on a lumber pile in San Francisco, when a group of seamen organized what they called a union. Think I to myself: It sounds good, but I'll stick around a while, because these guys are goofy and can't do any good to themselves. Why, at this time, if they even as much as quit a ship they are due for the brig. Every time they take a drink they are liable to wake up at sea under some bucko mate worse than the last one.

Some young squarehead called Furuseth did a lot of talking and seemed able to sway the men. So I decided to keep on eye on this lad. You all know the way that organization built up, stood blow after blow. Shipowners spent millions on stools and their sell-out policies and on every possible method of fighting the seamen. . . You can all remember the dark days of the Twenties, the still darker days of the Thirties.

**Great '34 Strike**

You should also remember the desperate fight waged and won in '34, on the Pacific coast. This time it wasn't started on a lumber pile. No, no, it was started by the longshoremen, who also had their ups and downs. But the men who sailed the ships that hauled that lumber came out to aid these longshoremen.

They in turn were backed by the deep-water crews.

Once again the shipowners pulled all the strings at their command. Fought with the city, state and federal law enforcement bodies. There was Bloody Thursday in San Francisco on Stewart Street (which should forever be a shrine to all seamen and workers in the world).

**Rise of M.F.P.**

I was in Seattle when there was started another organization. This was called the Maritime Federation of the Pacific. From this another leader came into the public eye. He was well-known and well-liked in his own union, the S.U.P., but was drafted to head the M.F.P.

In those days I had no trouble following this Lundeberg, as the traveling was done by box car,

highway or any way at all. At that time the cry was "An Injury to One is An Injury to All." And that is what it meant.

The Longshoremen returned to work after the strike with greatly improved wages and conditions. The sailors also returned to work, though it took them till the next year to get their wages raised.

Then, after the battle, there came into the picture the International Executive Board to discipline these members that had waged and won the conditions. The members involved, with the aid of the then effective M.F.P., won this fight also.

**East Coast Follows**

The next stop on our flight takes us to '36. Internal bickering had cropped up in the M.F.P. Lundeberg had been called to head his own organization. A "red" tinge was noticeable in the doings of the M.F.P. This became more pronounced during the '36-'37 strike, but was controlled to some extent and the strike was won.

The main event of this period was the formation of a rank and file movement on the East Coast, termed the NMU. This started as a democratic replica of the West Coast unions. It was aided financially, morally and physically by the unions on the West Coast.

Utopia for the seafarer seemed to be nearing achievement.

Ships under contract to the West Coast unions were given to the new union. Aid in every way was extended. Then a rift showed up. The Shepard Line, under contract to the West Coast, was made the object of a bitter fight.

A dog-collar was introduced and accepted by the new union, though a desperate battle against it was being staged by the seamen of the West Coast. A training program was likewise introduced sponsored by the shipowners. This was also endorsed by the NMU. The battle was now on.

**S.I.U. to the Fore**

Came the fall of '38. At the A.F.L. convention in Houston, Texas, the A.F.L. asked this guy Lundeberg if it was possible for  
*(Continued on Page 4)*

**SEAFARERS' LOG**

**Honor Roll**

S.S. BRUSH	.....	\$16.17	
S.S. FRANCIS SALMON	.....	9.00	
S.S. MARGURETE	.....	5.90	
G. Mason	.....	1.00	
George Wolf	.....	1.00	
Ed. Scherzer	.....	1.00	
Warren Beebe	.....	.50	
S.S. PIPESTONE COUNTY			
T. Trawick, A. Sandusky, D. Dubois, R. Howard, A. M. Larsen, R. Roberts, C. Bergman, T. McCally	.....	12.00	\$46.57
<b>Total</b>	.....	<b>\$46.57</b>	

What's Doing —

# Around The Ports

## MOBILE

August 6, 1940.

Editor, Seafarer's Log,  
Dear Sir and Brother:

Everything is running fairly smooth down in this part of the country now. The one exception is that we are very short of A.B.'s and reciprocating oilers. The third acquisition to the Waterman fleet, namely the S.S. Bayou Chico, took her Stewards' Department yesterday and will take the balance of the crew today. She will sail about Thursday to go on the coastwise run. The quarters on these ships have been completely rebuilt and the mess rooms equipped with the latest type electric refrigerators.

The ballots on the amalgamation resolution and uniform port rules have already been forward-

## NEWS FROM

### Headquarters

(Atlantic District)

Chatanooga Follows Suit  
Reports  
Action on Late Quitting

NEW YORK

#### S.S. Chatanooga Follows Suit

In the last issue of the Log we carried a letter telling of the improvements obtained on the S.S. Birmingham. The S.S. Chatanooga, sister ship of the Birmingham, was in town this week. After representations made by Patrolman Arthur Thompson to the superintendent of the Savannah Line, the same conditions were granted to the crew of the Chatanooga as to her sister ship.

#### Action on Late Quitting

Several weeks ago we mentioned the fact that some men, quitting without notice just before sailing time, were putting the union on the spot and that the membership here were determined to rectify this situation.

At the last meeting, on August 5, Brother S. Canal was brought up on charges for just such a misdemeanor. His late quitting had delayed the sailing of a vessel for 3 1/2 hours. As if that were not enough, he repeated the same offense on another vessel soon thereafter.

This time, the ship had to sail short-handed. Upon request of the Brother, he was tried by the meeting acting as a committee of the whole. He admitted his guilt. The membership voted as follows:

"That if Brother Canal commits the same offense again, he shall be suspended from the shipping list for 60 days."

Similar action is planned against all such offenders.

#### Dispatcher's Reports

Third floor: Shipped 40, registered 11; Total now on shipping list: 35.

Sixth floor: Shipped 108, registered 108; Total now on shipping list: 130.

August 5, 1940.

#### New Mattresses for Crew

New mattresses for the entire crew were shipped aboard the S.S. Seatrain New York last Wednesday. The crew had been complaining to the company for some time about the state of their sleeping quarters and finally got action.

ed to Headquarters for final tabulation and we should know the result shortly.

The strike on the Ten Cent Taxi Company is still being carried on and to date only two of the original strikers have gone back to work. The Teamsters and Chauffeurs Union as represented by the A.F.L. have been putting the pressure on the City Commissioners to have laws affecting this taxi company enforced. We all expect a successful conclusion to this strike.

Organized labor here is going ahead with plans to make this Labor Day a day that will long be remembered in this community. Plans are not yet complete but one thing is certain and that is the fact that there will be a Labor Day Parade. The Seamen in this port will be there taking an active part as they have always done in the past.

The S.S. Narcissus finally got cleared away last week. Brother Morris Weisberger came down from New York with the deck and engine crew and got her out O.K. The last time Morris was here was when he came down to get the S.S. Utahan out and he didn't expect to be back down here again. This time we wanted to show him the fair city of Mobile, but he had more pressing business elsewhere. Maybe the next time, Morris. That's all for this week.

Fraternally yours,  
Robert A. Matthews,  
Eng. Patrolman.

## UNFAIR TO LABOR

### Gantner and Mattern Knitting Mills

Has locked out its employes and been declared unfair by the international Ladies Garment Workers Union (A.F.L.). Among the articles on the "unfair" list manufactured by this firm are bathing suits under the trade names of Golden Gate, Hi-Boy, Bo-Sun and Wikies.

## TEXAS CITY

August 3, 1940.

Editor, Seafarers Log,  
Dear Sir and Brother:

Shipping remains good down here, nine men for the last week. Not very many squawks to amount to anything. Seems that all hands are getting the new agreements lined up to where the members are getting along now without all hands in a muddle when they get into port.

The laugh of the week happened here, on one of the ships that came in. The M.M. were squawking about a member in their dept. who would not take a bath and clean up. I told him around 4 P.M. one day to either clean up or hit the beach. 24 hours later I went back aboard the scow and asked the gents in his dept. how he was coming. Believe it or not, at the time of asking he was then taking his 5th bath!

A national week of mourning should be held. The Plymouth jalousy with which so many members are familiar gave up the ghost. Yep, she just sang her swan song, and I mean she sang it. Collins claimed he heard it in Philly. I don't know about that, but I do know it sung it's way into the dealer's. Gone but not forgotten (at least till I get the cent it made in my roll out).

Everything seems very nice and peaceful in the district. A seagull was telling me about some bad member in the NMU who, being disgusted, put the officials of the Texas halls on the spot. Seems maybe the spot is getting smaller and smaller. Watch it.

A. W. Armstrong, No. 136.

## In Memoriam

FRANK FRASER  
Died at St. Luke's Hospital,  
New Bedford, Mass.,  
August 7, 1940

## 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.

## BALTIMORE

# NEWS and OPINION

Shipping Boom? — New and Reconditioned Ships  
H.R. 6881 — Draft Dodging

BALTIMORE, Md.—August 8, 1940: Shipping has slumped badly out of this port, the Dispatcher's records showing only 48 brothers shipped during the past week. The shipping lists at present show 288 members in the three departments now on the beach. Shipping of full crews to the Delta Line's DELOREANS and Bull Line's HELEN within the next couple of weeks will help out considerably and it is hoped that the irregularity in schedules brought on by recent embargoes and the extension of the European blockade will be straightened out soon and shipping will get back to normal.

### Shipping Boom Coming?

The Commission has approved charters for eleven of the Robin Line ships for carrying cargoes from African ports to the United States while all fourteen ships of the Ocean Dominion Line have had their charters approved for their usual West Indies service. Many of the Companies, particularly the coastal and intercoastal lines are marking time until the end of this month to see whether the Nazi blitzkrieg is going to come off or not.

Failure of Hitler to get to London before the middle of September means that the war will stagnate throughout the winter; further that the British will be much better prepared by next Spring and the conflict would then possibly drag itself out for a couple of years or more. Once it is clear to friend shipowner that the war may not end abruptly any day, there will be a heavy demand for all and any kind of ships and the boom in shipping will be unparalleled in the history of the United States Merchant Marine.

### No Consistency

Speaking of charters we note that the Commission, while disapproving the requests for charters to carry fuel oil, gasoline, and scrap iron to Japan by the owners of the Saccarappa, Elizabeth Kellog, Torres, Lewis Luckenbach, Cities Service Missouri, and Kansas and other American vessels; turns around and approves a charter to the Standard Oil Company of New York for cargoes of motor gasoline to the port of Vladivostok for the Soviet Government. Maybe the Commission thinks the gasoline isn't for Hitler or maybe they just don't give a damn.

Some folks think that what this country needs is a good five cent cigar. Others think that what we need is five cents to buy a cigar. We think this country needs a little consistency in their dealings with other countries and a cleaning up of these paytricks who will sell anything to any-

body even if what they sell is to be used for the sole purpose of blasting the hell out of a lot of innocent people who have no other desire but to be let alone. This business of appropriating millions of dollars for the relief of the poor and suffering on one hand and the selling for profit of the materials that create the suffering of the poor on the other hand is a racket. It stinks.

### New Ships

Bids have been opened for the construction of three new C-2 type ships to be built for the Ocean Dominion Line. These ships, when built, will replace three of the old-timers now in use by the Line. The Company has four C-1 type freighters now building at San Francisco.

ESSO is tying up a goodly number of their tankers down at the Solomons Island anchorage. The majority of them are under Panamanian registry and have been cut out of the European trade by the extension of the Neutrality Act. ESSO also launched the Esso Nashville out of the Bethlehem yard here recently.

A survey of the shipyards shows that eleven old-timers are being reconditioned for service. Twenty-seven new ships of all types are on order at the various yards.

### Fights H.R. 6881

Agent Elkins makes another trip to Washington this week for a talk with Senator Radcliffe on H.R. 6881. This bill which, if passed, will place the seamen under the Longshoremen's Compensation Act, is being backed by a powerful shipowners lobby and it will take all we have to lick it.

### Watch for Stoooges!

Talk around the waterfront regarding the possibility of the Merchants & Miners Line selling several of their ships at the end of the season is bringing a lot of stoooges up to the Hall looking for membership.

### Draft Dodging

We may look for quite a number of young fellows trying to join the Union if the draft act passes. Seamen will, of course, be exempt from any draft and there will be quite a few boys who, faced with the alternative of either getting married or going to sea to avoid the draft, will choose the latter. Investigating committees passing on the fitness of permit men should keep an eye open for the fellow who wants to make a trip so he can be classified as a seaman.

### Thanks, Brother!

Our thanks to Brother L. B. Clarkson who donated a couple of dollars to buy the boys out at the hospital cigarettes.

Fraternally,

W. H. Elkins.

## CORRECTION

Due to the printer's devil, a bad mistake crept into the statement by Richard E. Tunison, as printed in the last issue of the Log. In order to rectify the error, we are reprinting the statement in full:

### Tears Up His NMU Book

To the Delegate,  
Seafarers International Union:  
July 21, 1940

I, Richard E. Tunison, in the presence of witnesses do renounce all connections and sever my relationship and rights to membership in the NATIONAL MARITIME UNION; denounce its policies as unfair to me and union men in general. As evidence of same, I hereby destroy my book which entitled me to membership in the National Maritime Union.

Witnesses: (signed) Richard Eugene Tunison.  
(signed) John P. Doyle, 6070; Dominick Giangrasso, 618;  
Alvin Spiney, 6-65; Norman Molvar, A-97; (From S.S. West Kyska)

## WARNING TO DISRUPTERS!

It has been called to our attention that certain members, disregarding the expressed will of the membership, have taken it upon themselves to mislead crews into actions detrimental to the union as a whole. As a warning against such phoney and for the purpose of putting all S.I.U. seamen on guard against them, we reprint below the RESOLUTION on this subject adopted by the Atlanta Agents Conference:

## RESOLUTION

Adopted by Atlantic and Gulf District Agents Conference, June 6-9, Atlanta, Georgia.

**WHEREAS:** Certain conditions have arisen on account of the European war which have virtually placed this country on an emergency status, and

**WHEREAS:** Hostile shipowners in conjunction with various anti-union men on government bureaus are trying to destroy our unions, and

**WHEREAS:** Saboteurs may have crept into our ranks with the specific purpose of disrupting our organization, be it therefore

**RESOLVED:** That we go on record instituting the following measures in conformity with our constitution and for the benefit of the membership as a whole:

1. In ships and companies where our organization has an agreement, no direct action to tie up a ship shall be taken either by an individual crew, by an individual official of the union or by an individual branch before contacting district headquarters thru the secretary-treasurer.
2. The headquarters shall have the final say before a ship is tied up and they shall at all times be guided by the constitution, which in the final analysis, is the law of the membership as a whole.
3. No action shall be taken by the Atlantic District to tie up a ship with an agreement with the Gulf District and vice versa, until the respective districts where the ship belongs has been contacted, and be it finally

**RESOLVED:** That anyone that breaks these rules shall be made to answer to the membership.

### NOTICE

#### ATTENTION ALL BRANCHES!

Ralph Rothrock, No. 50024 has been duly notified that charges are preferred against him and his union book has been picked up.

He is charged with disruptive activities and working in the interests of a dual organization, the NMU, as an organizer.

After being notified, he immediately disappeared, to carry on his disruptive work elsewhere. **DO NOT SHIP THIS MAN OUT UNTIL HE ANSWERS THE CHARGES AT HEAD-QUARTERS!**

## AMALGAMATION RESOLUTION

(Continued from page 1)

York or in New Orleans or other ports, in other words, we are at the present time functioning practically as one, and

**WHEREAS:** At the present time we have two separate headquarters, one in New York and one in New Orleans, with two separate bookkeeping and financial systems, which is clumsy and is only duplicating the work which can be done by one central office and this is only a waste of money in its present setup, therefore be it

**RESOLVED:** That we, the members of the Atlantic and Gulf districts of the SIU of NA go on record to establish a central office in Washington, D.C., which will function as the secretary-treasurer's office for both districts and that this office shall also be used as a legislative office for the Seafarers' International, and be it further

**RESOLVED:** That this Atlantic-Gulf district office shall be the financial center of our organization, with all records and files to be kept in this office, in other words, to take away the financial and bookkeeping work from New Orleans and New York respectively, and be it further

**RESOLVED:** That the present elected secretary-treasurer on the Atlantic remain as the head of the Atlantic section of the district and the present acting sec.-treas. of the Gulf remain as the head of the Gulf section of our organization to handle various organization work of the union such as, negotiating agreements, attend port committee meetings, handle beefs and doing further organization work, and be it further

**RESOLVED:** That each branch shall be allowed one hundred dollars on hand per week and that New York and New Orleans be allowed to hold five-hundred dollars per week for current expenses, and be it further

**RESOLVED:** That we draft Duke Dushane to act as the secretary-treasurer and International Representative for the Atlantic and Gulf Seafarers' Union with headquarters in Washington, D.C. until the next election, and be it further

**RESOLVED:** That in the event Dushane is not available for this post we authorize the acting president of the Seafarers' International to appoint another man capable of filling the job.

### CONCLUDING

## Lundeberg's Testimony Presents Seamen's Case On Manning Scales

We are concluding herewith excerpts from the testimony given by Harry Lundeberg, Acting President of the S.I.U., at the Maritime Commission hearings on Manning Scales, held at San Francisco on July 23, 1940. The first part of Bro. Lundeberg's testimony appeared in the last issue of the Log.

### More Ordinaries Than AB's

Of course, here is another thing. The American shipowners think that they are saving money, I guess. They have a habit of using more greenhorns, what I call "ordinary seamen," than A.B. seamen. Years ago they would have more A.B.'s on deck, and now in the passenger ships, for instance, they have more ordinary seamen in proportion to what they had before.

You know, according to the American law, a man who is an ordinary seaman is nothing else but a boy. He doesn't have to know anything when he first goes to sea. The old system of training seamen in the United States is wrong anyhow, which I have told them back in Washington time and time again. We are in favor of having it that a man should learn his business before he becomes an able-bodied seaman and under the system of his blue A.B. ticket, and the ordinary seaman going to sea doesn't know his business. But that's the law.

So the shipowners think by saving a few dollars less a month, so long as they have enough to comply with the Steamboat Inspection Rules and Regulations, it will take care of the upkeep of the vessel, which is short-sighted policy, which any Steamboat man can tell you. If a man goes to sea for three years he knows his work, he knows what to do. He should know. But a boy, an ordinary seaman, don't. I don't say that they shouldn't have boys aboard the ship, but you should have enough able-bodied seamen to do the work.

### "Maintenance Men"?

I don't know much about this C-3, C-2 and C1 ships. We haven't had any chance to check up on it. The Assistant Secretary will give you a little more dope on that. We, of course, have been able to talk the Grace Line into taking three more men on deck in those vessels. I don't suppose they do it for charity's sake. I mean, they need them. The care is unhandy and may need fixing, and they need those additional men on deck. Besides, the ship is running into every South American port, in and out of every port down there.

Up to recently—I don't know if they practice that today—they used to pick up a crew down at Panama Canal, down in Central America, which is cheap. They pick up a second crew down there. I suppose they pay them a few centavos or pesos, and they do the work which belongs to the American seamen. And, according to the law, I believe they have been violating the law right on that, too. But I don't know if they do it right now. However, if they put three more men on deck on these ships and call them "maintenance men"—a sailor hates like hell to be called a "maintenance man," when he is an able-bodied seaman. A "maintenance man" might mean anything from a funk to a—well, "maintenance," we don't know what that means.

### MORE ABOUT:

## Views of a Sea Gull

(Continued from Page 2)

The S.U.P. to start the A.F.L. seamen on the right track. They had been pushed around for years. A lot of them had joined the NMU, but would not go for the finicky policies of this organization's leadership.

Lundeberg took up this proposition for a final decision with the members of his union. It was okayed and the Seafarers International Union of North America took the field. It was composed of members that had been with the old I.S.U., members who could not stand the dictates of the NMU and men that had flocked to the banner of the S.U.P.

Shipowner legislation at this time was introduced in great quantities. The S.U.P. and its husky infant, the S.I.U., fought it with every means possible. But the NMU, who were maintaining a "legislative rep." in Washington didn't seem to mind this stuff at all. . . .

### Tanker Strike of '39

Came the tanker strike in the summer of '39 called by the NMU. Many a strike has been called since that start on the lumber pile in '85, but never a one like this! The keynote was struck when the crew of a Lykes ship in Houston was censored and threatened with the loss of their books **IF THEY DID NOT BUNKER OIL FROM THE COMPANIES THAT THEIR BROTHERS WERE STRIKING AGAINST!**

These men showed that there is a limit to how much a man will take, by ignoring these demands. The West Coast seamen and the S.I.U. during this time aided the NMU by refusing to handle oil from the struck companies.

### S.U.P. Leads Again

Came the summer of '40. Once again the S.U.P. took the lead and raised the wages for its members. The S.I.U. followed suit at once. Only the NMU officials ordered their members to be content with a wage raise on the deepwater ships—never mind the overtime rate, never mind the coastwise ships.

Came the S.I.U. versus the Bull Line. All hands are familiar with the scabby action taken by the NMU leaders at this time. Everybody knows the result which hurt the seamen.

So now we have two unions. One under the banner of the

A.F.L.'s SUP and one under the C.I.O. The first, since 1885, has forged ahead—at times beaten, bloody, practically forgotten, but always coming in for more, leading the way as always for the men that sail the ships—a union led by men elected by, and obeying the will of, the majority. The other led by a bos'n who had to be nearly dragged off a ship in Pedro (remember!), who accepts orders from men who've never seen a ship. He leads his members further away from the aims and needs of seamen day by day.

Check on it. Under the SUP wages rose from \$30 to \$95 for an A.B. Living conditions constantly improved till now they compare with those in any industry. Sailors doing sailor's work on all ships. Under the NMU, wages are from \$7.50 to \$20 lower. Conditions are such that ships taken from the NMU have a hard time getting an S.I.U. crew to sail them till the quarters are overhauled. Mates on deck doing sailor's work. . . .

SUP and S.I.U. ship every man on ships under contract direct from the Union hall. The NMU ships any man from any place he can get a job: Maritime Commission, Company offices, etc. . . .

SUP and S.I.U. expel any member who goes aboard a M.C. Training Ship.

NMU recommends enrollment of their members on the junk ships.

So now, as I wend my weary way in search of those crumbs which make up a Sea Gull's menu, I ponder this way: It has taken 55 years, men's lives, untold hardships, many long hard hours, days, weeks, months, years pounding the picket lines, burning the midnight oil, devotion to duty of countless seamen, to gain what is now an established fact . . . not the fancy of a group of parlor pinks.

Is all this to be destroyed by a few stooges of the shipowners?

Are our friends, the seamen, going to stand being sold back into the dark ages? Are they going to carry on, maintain wages and conditions, unite under the S.I.U. banner which is going ahead, or stay under a banner which is leading them back faster than they came ahead?

It is always easier to slip back than to forge ahead!

THE SEAGULL.

## ATTENTION! ALL AGENTS, PATROLMEN AND DELEGATES

(Continued from Page 1)

cordance with the regular system of dispatching book members to jobs.

On coastwise ships, Permit Card men shall be allowed to remain at least 30 days on the job before being required to relinquish their jobs to book members.

### Duties of Union Representatives

All patrolmen shall be required to file with their respective Agent the names and ratings of all Permit Card men completing round trips thru the ship's arrival in that particular port.

Ships' delegates shall be required to list the names and ratings of all Permit Card men on board and such list shall be turned over to the Union Patrolman for his inspection upon the ship's arrival in port.

Permit shipping lists shall be kept in all Branches in the same manner as the regular shipping list in order that Permit Card men may register for jobs.

Permit Card men shall have preference for jobs when no book members are available for such jobs, and they shall be dispatched to these jobs from the Permit Shipping List in the same manner as book members are dispatched from the regular shipping list.