

**SECURITY
IN
UNITY**

SEAFARERS LOG

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



VOL. III

NEW YORK, N. Y., TUESDAY, MARCH 11, 1941

440

No. 5

S.I.U. Officers at Washington:

Conference Acts On Organizing Program

Acting after a two days' conference which thrashed out all major problems facing the organization, officials of the Atlantic and Gulf District of the Seafarers' International Union of North America decided on a number of important steps to speed up the rate of Union progress. International President Harry Lundeberg sat in on the conference in an advisory capacity, while District Representatives John Hawk and M. D. Biggs and Secretary-Treasurer Sydney Gretcher presented facts and figures and proposed recommendations for action. The conference was held at Washington, D. C., on February 20 and 21. The conference decisions are now being taken up at the branch meetings for ratification by the rank and file of the SIU.

Strike Blocks Unloading At Bermuda Base

HAMILTON, Bermuda. — Alcoa's Pathfinder and Ranger arrived here this week, the former with equipment and material for the new American Naval base and the latter to pick some 1,200 gasoline barrels. Both ships were prevented from loading and unloading by a strike of longshoremen over wages.

While the longshoremen in Bermuda have up to the present been unorganized, the picketing has been fully effective, and the Governor of the Island has had to turn down a demand to use the military for strikebreaking. The strikers are demanding three shillings an hour in place of the miserable ten shillings (\$2) per day which they have been getting. About 150 men are involved in the strike.

P.S.—Three days of militant picketing, with SIU men honoring the picket lines, won the strike for the longshoremen at a substantial wage increase.

Among the recommendations submitted to the membership for their consideration, the conference decided on the following proposals:

Admission of New Members

Due to the tremendous growth of the organization in recent months, it has become necessary to facilitate the admission of new members. It is therefore proposed that the present six-months sea service clause regarding the admitting of permit men be waived and that the organization accept for membership any permit man who has sailed thirty (30) days or more on his permit on a recognized SIU ship or ships. Naturally, such an applicant will have to go through the usual procedure before being finally being admitted to membership, as per previous decisions.

Organizing Program and Financing

The conference further decided that the membership's previous action, authorizing the appointment of four (4) organizers, shall be put in effect immediately. In order to finance an organizational drive among the unorganized Lines properly, it is recommended that the proper financial arrange-

(Continued on Page 2)

NOTICE

New West Coast S.I.U. Organizer

S.I.U. men on the inter-coastal runs are hereby informed that Brother Charles Brenner is the new organizer of the Seafarers International Union of N.A. stationed at San Pedro, California and operating from that port.

Sandhogs Fight For Jobs with Picket Line

New York, March 5, 1941.
Editor, Seafarers' Log
Dear Sir and Brother
To the uninitiated passer-by and casual reader of the press it seems as though chartered AFL unions are engaged in a jurisdictional raid.

The case in question deals with a recently started long-time job on the new Brooklyn-Battery tunnel. The work being done has for many years come under the sole jurisdiction of the Shaft and Tunnel Workers, Local No. 147, of the AFL. The membership of Local 147 have established a strong fighting picket line in an effort to prevent recruited finks from working in the job. The finks are supposedly members of a paper union, established by the big chiefs (self-elected) of the International Hod Carriers, which is called Hod Carriers No. 29.

The real Sandhogs or Tunnel
(Continued on Page 3)

Unions Floor Dirksen Bill In First Round

Lundeberg Slams Measure As Out to "Break the Unions;" Calls On Congress to "Kill This Bill!"

Appearing before the House Committee on Merchant Marine and Fisheries on Friday, March 7, President Harry Lundeberg of the Seafarers International Union of North America, slammed the Dirksen Bill, H.R. 2662, as an effort to "break the unions and take away the right of seamen to protect themselves and the conditions under which they must work." In a rousing appeal he called upon the committee to "kill this bill."

"This type of legislation," Brother Lundeberg said, "is absolutely unnecessary and will only create more trouble than there ever has been in the maritime field. The American seamen have fought for years, and some have died fighting, to abolish the fink halls. And now the government will help establish the fink halls, which absolutely, in the long run, will break the unions. . . ."

Recalls 1936 Fight on Fink Book

Of the section in the Bill dealing with the Continuous

they wanted to carry a continuous discharge book or a certificate of identification. As a consequence, most American seamen today carry a certificate of identification issued by the United States Government through the Steamboat Inspection Service, which has worked quite satisfactorily."

Raps Censorship of Reading Matter

Brother Lundeberg attacked the provision in the Bill giving the master of a vessel full censorship over printed and written matter as making possible efforts to "stop a Union from organizing an unorganized ship by stopping the union organizer from distrib-

Flash!

H.R. 2662 to Be Shelved!

In a telegram from Washington this Monday, March 10, Brother Lundeberg wires, in part: "Confident Bill is licked. Have assurances various Congressmen that our hiring halls will not be touched and no fink books instituted."

This information is confirmed by Clinton L. Doggett, Shipping Editor of the *Journal of Commerce*. Writing in that paper on Monday, Mr. Doggett says: "During the past few days there have been hearings on the so-called Dirksen Bill before the House Committee on Merchant Marine and Fisheries. . . . This department understands that the House Committee will NOT report the bill favorably."

The vicious Dirksen Bill thus appears to have been floored in the first round of the fight. But, strong enemies of the Union seamen are the forces behind the anti-Labor provisions in it. They will not rest. They will continue to press their attack against the seamen. The Union seamen have won the first round; but that is not enough—they must remain alert and in fighting trim, prepared to deliver the knockout blow to any attempt at regimentation!

Discharge (Fink) Book, Brother Lundeberg said: "This can be used as the worst kind of blacklisting and there is nothing in this law which stops it from becoming a blacklisting system. . . . In 1936, under the Merchant Marine Act, when the (Copeland) discharge books were established for seamen, organized seamen immediately objected to it and fought it bitterly and as a result, Congress, in January 1937, amended the law making it optional with the seamen whether

uting organizing material such as leaflets, union papers, etc."

On Citizenship Requirements

He blasted the citizenship requirements under H.R. 2662, saying that "we feel that if a man has been given the right and privilege by the United States Government to enter this country, he should not be barred from making a living in his chosen calling until he has become a citizen. That right has never been (Continued on Page 2)

Heavy Vote Cast In Election Of S.I.U. Officers for 1941

Over 2,500 members of the Atlantic and Gulf District participated in the election of officers of the Seafarers International Union of North America for 1941!—More than twice as many SIU men voted this year than last, when the organization was made up of two separate districts, indicating the tremendous growth in membership that has taken place in 1940 as well as the growing interest of the militant Union men in the affairs of the organization.

Taking full advantage of the thoroughly democratic procedure provided by the constitution for the election of officials, the membership turned out in greater numbers than ever before to cast their votes for the men they considered best qualified to represent them. The vote proves that, fully realizing that in the SIU the seamen in the East have a democratic rank and file organization run by and for the membership, the Seafarers' Union here is well advanced toward making their organization second to none in the maritime

The following is the complete report of the Tallying Committee:

ATLANTIC DISTR. REPRESENTATIVE		NEW YORK—JOINT AGENT	
John Hawk, No. 2212	1899	Paul Gonsorchik, No. 749	453
Void	54	Arthur H. O'Neil, No. 436	500
GULF DISTRICT REPRESENTATIVE		Arthur Thompson, No. 2888	873
M. D. Biggs, No. G-373	1718	Void	175
Void	49		

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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
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"THE SEAFARERS' LOG"
P. O. Box 522, Church St. Annex, New York, N. Y.
Phone: BOwling Green 9-3437

Defer Seamen from Draft!

For some time now, the seamen's unions have called the dangerous shortage of trained American seamen to the attention of the Draft Boards, calling for the deferment of their union members on that basis. So far, the Selective Service administration has, with all too few exceptions, turned a deaf ear to this crying need. Now the voice of the shipowners has come out admitting that our claims are completely justified.

In its issue of March 3, 1941, the *Journal of Commerce* says editorially:

"While most of the attention directed to shipping has been focused on possible shortages of space and advancing freight rates, the item of men to man the boats has been largely overlooked. It is perhaps because no real shortages have developed so far and the marine labor unions have been able to furnish an adequate supply of competent sailors of all ratings. However, in the very near future, it looks as though there will be scarcities in particular divisions, notably citizen able seamen, firemen, oilers, cooks and radio operators. The available supply of these, and other ratings, is likely to be reduced further by the fact that many of the men are within the draft ages. The Department of Commerce Bureau of Marine Inspection and Navigation has been studying the problem and is understood to have taken it up with the draft board with the result that the local boards have been directed to give consideration for deferment in all cases where seamen are needed to man American merchant vessels. . ."

If the Draft Boards have been directed to defer seamen, they certainly don't show it by their actions. Union seamen are being hauled into the Army every day. The Union Halls are less and less able to ship competent men due to this. **The shortage of which the *Journal of Commerce* speaks is heading towards a crisis.**

Unless the Bureau of Marine Inspection and Navigation acts with greater force and dispatch, this crisis is bound to hit the merchant marine with a tremendous smack. **Deferment of all trained merchant seamen from the Draft is the only logical way to prevent such a paralyzing shortage of ship's personnel as is admittedly in the cards.**

If merchant seamen must get armed training, there is no reason why they should not get it on board ship and through the union halls, while retaining their usefulness to the merchant marine, working at union wages and under union conditions.

Seafarers' Log Honor Roll

S.S. KENMAR	.....
Deck Dept.: Albertson \$1.00, DeMoy \$1.50, Slim Taylor \$1.00, E. F. Howe (SUP) \$5.00, J. E. Taylor, \$1, Fleming \$1.00, De Frank \$1.00, Seastrom \$1.00, Goldenberg \$1.00, Sawyer \$1.00, Klug \$1.00.		
Engine Dept.: Perry \$1.00, Peterson \$1, Marceile \$1.		
Steward Dept.: Harasty \$1.00, F. Taylor 75c, Bowen 25c, Turner 75c. Total collected	.....	\$21.25
S.S. ANDREW JACKSON	.....	12.00
S.S. PAN ORLEANS	.....	4.00
S.S. FLORIDA	.....	3.25
S.S. CATAHOULA	.....	3.53
S.S. IPSWICH	.....	11.50
Charles Conquinel	.....	1.06
S.S. CUBA	.....	2.00
H. Schwarz	.....	1.00
J. W. Jenkins	.....	1.00
S.S. FRANCIS SALMON	.....	4.35
J. E. Farquhar	.....	1.00
A. Dawson	.....	1.00
Total	.....	\$66.88

WANTED BY THE DRAFT
ANTHONY IRIZARRY
Communicate with Local Board No. 180, located at 449 2nd St., Brooklyn, N.Y.

Jerry L. Leahy
Formerly fireman on the S.S. Algic. C. W. Core, former Radio Operator on the Algic, would like you to get in touch with him at once. Very urgent. Brother Core can be reached c.o. Rolnick & Asofsky, Attorneys, 11 Broadway, N.Y.C.

Conference Acts On Program of Organization

(Continued from Page 1)

ments be made. The Secretary-Treasurer and the two District Representatives are to be authorized to devise ways and means of organizing the unorganized Lines, having full supervision over the special organizers and their work.

Finances of the Organization

In view of the fact that our organization has outstanding liabilities for back per capita, unpaid excise tax, etc., and in view of the fact that the present small balance in the General Fund is barely sufficient to meet the most immediate operating expenses, the conference deemed it advisable to recommend that \$5,000 be drawn from the Organization Fund and deposited in the General Fund, in order to stabilize this Fund for the time being. This sum of \$5,000.00 is to be repaid to the Organizational Fund whenever the condition of the General Fund permits such reimbursement.

SUP Transfers

On the matter of transfers from the SUP to the SIU, the conference decided to recommend that any SUP member in good standing may transfer into the SIU without payment of a transfer fee, and shall be given credit in his SIU book for all dues and assessments paid to the SUP. Upon transfer, however, all dues, either in the member's SUP or SIU book, must be paid to and for the current month; likewise, all unpaid assessments. He must also turn over his SUP book in exchange for his SIU book. (Note: This is the same system now pursued by the SUP in regard to SIU men transferring into the SUP.)

Seafarers' Log

Finally, the conference took the following action in respect to the *Seafarers' Log*:

"Inasmuch as some Agents have, in the past, been neglecting to submit weekly news reports to the *Seafarers' Log*, relating to activities in and around their respective branches, which would be a source of great interest and information to the membership, and which would greatly aid in raising our official publication to a high and informative standard, we therefore recommend that every Branch Agent be held responsible for the submission of a weekly report of Branch and Port activities to the Editor of the *Seafarers' Log* by sending in news of general and local interest."

Resolution on Raising Dues

A resolution proposing a raise in dues, adopted by the conference, is printed elsewhere in this issue of the Log.

A program of closer cooperation between the two District Representatives, the Secretary-Treasurer and all Branches was discussed at length and a workable policy to this effect was formulated and adopted.

Important strides towards the advancement of the Union were elaborated by the conference. The recommendations adopted there are now up for the democratic decision of the rank and file of the SIU. By giving the closest attention to these recommendations and by participating in action on them, every member of the Union is doing his share to make the SIU a bigger and better organization for militant seamen.

More About

Unions Floor Dirksen Bill In First Round

(Continued from Page 1)

taken away from any other alien in any other industry."

Opposes "Mediation Board" As Anti-Union

He objected to the "Maritime

Mediation Board" in the Bill as "a club with mandatory powers for compulsory mediation . . . that will prolong industrial strife in the industry until the labor unions are broken."

Lundeberg's Conclusions

Excerpts from statement of opposition to H.R. 2662 by Harry Lundeberg on behalf of all seamen in the United States affiliated with the American Federation of Labor (Sailors Union of the Pacific; Seafarers International Union, Atlantic, Gulf and the Great Lakes) and on behalf of the American Federation of Labor.

Summarizing his views on behalf of the seamen in a brief submitted to the committee, Brother Lundeberg said:

"After carefully analyzing this bill, having been actively engaged in the seamen's field for a period of 26 years, 20 years as an active seaman and six years as a union official, I can say that this Bill, H.R. 2662, introduced by Congressman Dirksen, will only accomplish one thing, namely, the destruction of bona fide seamen's trade unions. We do not question the motive of Congressman Dirksen, but anyone who knows the American seamen will realize that this bill will raise havoc and create more turmoil than we have had for years in the American merchant marine.

What's the Meaning of "Subversive"?

"The American seamen resent this Bill bitterly. They resent the attempt to saddle this severe law upon them. This would make thousands of American seamen, the vast majority, suffer for the sake of, as the Bill states, controlling the subversive elements in the American merchant marine. Upon examining the Bill carefully, we cannot find a place in the Bill where the words "subversive" are defined. In our opinion it leaves wide open the use of the word "subversive" against any act of the merchant seamen, such as legitimate union activities, et cetera.

Bill Is No Safeguard Against "Sabotage"

"If the Bill is intended to clean out the American merchant marine of people who advocate, work for, follow and preach the doctrines of hostile foreign nations who have for their purpose the destruction of the American form of government as expressed in the United States Constitution, then we have no quarrel with the intent of the Bill. However, we are absolutely certain that this Bill will not clean out any subversive elements. On the contrary, it will entrench subversive elements more firmly, for after all,

if they seek to sabotage the American merchant marine, they don't care whether they ship out of a government hiring hall or a union hiring hall, and no captain can determine whether a man is a saboteur or not by looking at him in the government hiring hall. We firmly believe that under the provisions of this Bill, the subversive elements will still be sailing the ships and bona fide competent Union seamen will be blacklisted, and in the long run, our Unions will lose their effectiveness and decay into government-controlled company unions.

"In dealing with the subject of subversive elements, Congressman Dirksen did not mention the Nazis and the Communists as being subversive. We'll go him one better. The Unions I represent and the seamen I represent are bitterly opposed to anyone following, and anyone peddling any of Joe Stalin's and Adolph Hitler's phoney doctrines here in the United States or elsewhere. We are probably more in favor of getting rid of these disrupters than anyone else in the country. After all, the bona fide trade union movements are the ones who are constantly and have been constantly attacked by the Communists and the Nazis.

"The records will show that our unions have, for years, constantly fought these saboteurs, and have been successful in eliminating them from our unions. We have no pity on them. We know what they stand for, and as far as we are concerned, they should also be cleaned out of all the other places where they are in a position to do their dirty work.

"We firmly believe that this country, its Constitution and its form of government are far superior to any other country in the world, and we say this—that anyone advocating and adhering to Stalin's or Hitler's rotten systems should get out of here and stay out. We know through bitter experience that they have nothing else but misery to sell us.

"Gentlemen, on behalf of the bona fide American seamen, we ask that you hear the plea of the seamen and KILL THIS BILL."

Now It's "Patriot" Joe Curran

Everybody knows how the shipowners, their stooges and their agents in the government have been flaunting their "patriotism" around as a cover for the more nefarious scheme of whacking away at seamen's conditions. Now, it's Ham-Head Curran who joins this hypocritical parade of spouting "patriots." At the hearings on the Dirksen Bill he declaimed:

"No unprejudiced person could for a moment believe that we are unpatriotic . . . our entire history is one of great patriotism. . ." (See the "Pilot," March 7, 1941).

Undoubtedly Ham-Head had his support of the Copeland Book and of the flaky 1938 Maritime-Commission-Hall scheme in mind when he spoke of his history as "one of great patriotism." Who was it that said: Patriotism is the last refuge of a scoundrel? Well, he was right. And we wonder what soundrelly game Ham-Head has up to now, that he has to cover it up with this flow of patrio-

What's Doing—

Around The Ports

PHILADELPHIA

February 28, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

Round and round she goes, and here we go again trying to put old Philly on the map. We tried to do so, and I am sure that we succeeded. The port of Philadelphia really poured the protests against the Dirksen Bill, H.R. 2662, into the House of Representatives. If all other ports of the Atlantic, Gulf and West Coasts did as good, then away goes that rotten piece of legislation to the incinerator.

The S.S. Kenmar came through in fine style, and sent close to thirty telegrams of protest against the above-mentioned bill. Even the beachcombers got together and poured the telegrams into Washington. Well done, boys!

The S.S. Losmar left "Old Seaweed" behind and he is now threatening suit against the cops of Philadelphia for arresting him and holding him overnight, and causing him to miss the "Greyhound of the Pacific." The judge said to him: "I'll let you go if you promise to catch the next train leaving Philly; Seaweed said: "Judge, if you let me go, I'll catch the train that left Philly two hours ago."

Quite a few rust-buckets coming in here and the Agent and Patrolman are really shaking their fannies trying to get a million beefs settled on this long, lonesome waterfront.

Shipping has been good, and quite a few members are coming in to register. "Do-the-best-you-can Hillman" has done it again; he made a trip around the world; from Paulsboro, New Jersey, to Chester, Pa.

The Waterman ship Lasalle has finally arrived in this port and is paying off today. All beefs have been settled to the satisfaction of the entire crew, and there will probably be a bunch of the brothers heading South in order to duck this blizzard of snow and rain.

The raise of \$7.50 was given by the Range Lines, but only after a committee of three, Mike Lynn, Harry Collins and E. Reed, did everything but a toe dance. The help in the "Drexel Building" (the Range Lines have their office there) had a picket line around the building, and the committee had to have the Range Lines officials meet them in a Union Restaurant, and debate the raise. The Galloping Committee refused to go through the picket line under any circumstances. So after much persuasion, blah-blah and a lot of wind blowing by Collins and the imitable Mike Lynn, the Range Line gang said you can have the raise, Brothers.

As soon as members hit the hall from a trip, the first thing that they ask is: "How's the election coming along, and did the Strike Assessment pass?" I suspect that we are all a little anxious to learn the results.

There's a scarcity of rope-chokers (A.B.'s) in this port. (All others also.)

A Waterman vessel came into this port and there was not a beef. The patrolman nearly swooned, and yelped to the top of his stentorian voice, "Holy Cow," but miracles do happen.

It's good to see so many letters pouring into the Log, and the more the merrier, or does the Editor agree with that? [you Ed.] Brothers, send all of

your letters and watch the Log pick up. You can't make the Editor of the Log angry, or can you? [Not by pouring in the letters, lads, not by a long shot!—Ed.]
Jo-Jo (the dog-faced boy) Flanagan is having plenty of car trouble. One day his radiator is caved in, and the next, one of the fenders are crumpled, etc. Jo-Jo states that he was only going 65 miles an hour when a big white truck backed into his radiator and squashed same. Hire a watchman, Joey!

Fraternally,
The Four (4) Horsemen.
W. R. B., No. 1994
J. F. F., No. 542
P. J. C., No. 496
D. C. J., No. G-116

BOSTON

February 28, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

One of our few remaining old-timers passed away on February 24. He was Hans Martin Andersen, late watchman on the S.S. Yarmouth. In conjunction with Minister Geggins, the Union gave our late brother a decent burial. He was a member in good standing, liked and respected by all, a proud union man.

The Eastern Steamship Co. is starting to bring out the Summer boats, the S.S. Boston and the S.S. New York. If they secure full crews for the above boats, surely a miracle will be performed—what with all other lines paying from ten to twenty-five dollars over and above their scale.

How long do they think the Eastern boys are going to work for such rotten wages? Surely the men on the Eastern ships will bestir themselves, especially when there are many jobs on the other lines paying way above what they are making. Take the P and O or the Savannah Line, for instance. They have surpassed Eastern by far.

So let's get a little of the old-time Union spirit and bring the Eastern on a par with our other agreements. Get set, you Eastern boys, and be ready!

Your Boston Reporter.

Why, Oh Why Do They Wail By Boston Bard

Why do the shipowners wail
When they rake in money by the pail
And cry out loud about times being tough
Yet treat the workers mighty rough?

With their pouches wide and stuffed right full
They have the nerve to throw you the "bull"
About times being bad and business slow
Though clutching tightly their soft-earned dough.

March 3, 1941

At present writing there are over 40 jobs on the board, all in the deck and engine departments of the S.S. Boston and the S.S. New York, with no takers. Probably, the boys are beginning to realize their economic position. At any rate, they are conscious that the other lines pay \$6.80 per day for standby work.

A few outside ships called at this port with a few beefs, all settled O.K. Till next week, adios,

Your Boston Reporter.

TEXAS CITY

February 27, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

Shipping has slowed up here somewhat during the last week. Several ships showed up which had not one replacement on them. To lead the list was the Warrior of the Waterman outfit. She came in last Saturday and sailed Wednesday in the long trek.

Talking to the gang on there, and what a gang, we decided that last trip must have been a honey. No playing of cards in the mess-room, no this and no that, just one of those skippers that figures that now he has reached the exalted position of Master of a floating rust-heap he is accountable to the Maker for the men's souls. Tish, tish, . . .

The Caroline of the Bull family dropped in here with an assortment of beefs, messed up with a cargo of sugar. To give you an idea of what goes on: Fruit was set on the dock, a couple of cases of oranges, grapefruits, hampers of fresh vegetables for the trip North and the Mate tells the serang to get them aboard. Said Don't, knowing His Honor the Mate, tells him that it would be overtime. Me being there, the Mate appeals to me that it would be a shame to have to pay overtime for such a few crates and sacks. When informed that under no circumstances could such quantities of stores be considered as day's stores, he really started to town.

Carrying his argument through to its logical conclusion, every sack of spuds and pound of butter put aboard a ship is day's stores. The companies know what is and what is not, or they would not have signed the agreement, but still these officers try to save the do-re-mi for the outfits that would sooner pay and not have any trouble with such small things.

When it was figured out that 32 oranges was all the Steward needed for one day, and I told Sir Mate that any man could bring them aboard without overtime, he consented to pay overtime to one man. When it was pointed out that one man to bring those stores aboard would require two or three hours, as the stores were aft at the poopdeck, the shoreside gang had skids all over the dock, and he would have to be ducking all around the trucks taking the sugar from the ship, he told the Bos'n to get the stores aboard and walked midships. Such is the life of a sailor on the pride of the Bull fleet!

The Marsodak in and out. No changes, no beefs. The crew have got her sold to Mallory now. Collins is going to lose part of his navy yet!

The Alcoa Pilot in and out, short of a chief cook. The Ruth (Bull) calling for A.B.'s from Beaumont. The Del Rio in and out of Houston; wiper wanting overtime for packing the engineer's gear on and off the ship. I agree. When a man gets that piece of paper from the inspector, does that make all hands on the ship his flunkie? Maybe, in the next agreement, we will have to include a couple of red-caps to handle this work!

All hands hot and bothered over the Dirksen bill. Most sensible solution that I've heard yet: Take Dirksen, put him on a ship, take a composite of all the worst skippers, and make a sailor (if

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

HEADQUARTERS

Room 918, Washington Loan & Trust Co. Building,
9th and F Street, N.W., Washington, D. C.
P. O. Box 6180 Phone: District 5963

DIRECTORY OF BRANCHES

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A Resolution from NMU Men That the "Pilot" Doesn't Print

We have been waiting for weeks now to see the "Pilot" print a resolution copies of which were addressed to the following: "Pilot (NMU), National Secretary (NMU), Voice of Federation, West Coast Sailors, Seafarers Log."

So far—not a word about this resolution in the "Pilot." It is a resolution passed by the NMU crew of the S.S. Dorothy Luckenbach at a Joint Meeting at sea on February 16, 1941 and reads as follows:

WHEREAS, in view of the impending attacks on union hiring halls and threatened governmental regimentation of merchant seamen, united action by all union seamen is more urgent than ever, and

WHEREAS, vicious bills have been introduced by Congressman Dirksen and others to bring about these anti-labor measures, therefore be it

RESOLVED, that we request the national officers of the NMU to communicate by mail, or other means, with the MFOU, SUP, SIU, and other maritime unions proposing joint action of all maritime labor to defeat these bills and to prepare a common front of activity in defense of union conditions in the merchant marine.

(signed) Ship's Committee
I. F. Roberts, E-6835
V. Templeman, O-16785
L. Williams, P-7958

Now, at first glance, this resolution seems to fall right in line with the NMU officialdom's "unity" campaign and so it is rather puzzling that the "Pilot" does not print it—along with all the spurious "rank and file" letters, telegrams and resolutions it does print—as part of this phoney campaign. But, closer examination of the "Dorothy Luckenbach's" resolution shows why the "Top Fraction" suppresses all mention of this action, instead of playing it up.

Ham-head Curran's idea of a "unity" campaign is to instruct the rank and file of the NMU to slander the other unions and write resolutions along that line to the officials of these other unions. The "Dorothy's" resolution, on the other hand, is directed to the NMU officialdom and instead of slandering the SIU, SUP, etc., it calls for united action with them. Obviously, this kind of a sincere expression of rank and file sentiment in the

possible) out of the gent; then let him redraft his blurb.

Yours, till Dirksen comes in here looking for a trip card!

Army.

NMU does not fall in line with Ham-head's "unity," and therefore cannot be printed in the "Pilot."

No doubt there are many seamen in the NMU who really want united action and a "common front of activity" with the militant SIU and SUP against the attacks of the shipowners and the vicious union-busting steps outlined in the Dirksen Bill, H.R. 2662. They want action, not words, just as the SIU and SUP do. Is the "Dorothy's" resolution an expression of that militant spirit? Is that why the "Top Fraction" has suppressed it and banned it from the pages of the "Pilot"? Is it too hot for Curran and Co.? Does it expose the disruptive character of their own phoney "unity" campaign too much?

It seems as if the rank and file in the NMU are beginning to wake up.

Sandhogs Fight For Jobs with Picket Line

(Continued from Page 1)

and Shaft workers fought for and have maintained a scale of \$12 per day. The characters now working are paid 87 1/2 cents per hour, and labor under conditions just as finky.

The Sandhogs, a tested bunch of militant Union men, are on the picket line for still another reason. Through the collusion between the racketeering officialdom of Hod Carriers No. 29 and the Tunnel job contractor, abetted by local politicians and police, it is also in the plans that through the finks possibly the Unionized Tunnel workers could in time be dominated or completely wrecked as a militant factor.

So Local No. 147 is fighting for jobs rightfully theirs at an established rate of pay and working conditions and also to preserve the life of their militant Union. The odds are great, but the Sandhogs are putting up a powerful fight—as other rank and file unions have done in the past and will do again if necessary.

The SUP Branch of New York is just a couple blocks from the scene of battle. Some of the SIU and SUP members have seen the Sandhogs in action and also know one or more of the men in the picket line. It is recognized as a desperate battle to retain their jobs and the life of their Union and is worthy of support.

M. Korenblatt, SUP, 2354

Heavy Vote Cast In Election Of S.I.U. Officers for 1941

(Continued from Page 1)

NEW YORK—DECK PATROLMAN	
Douglas Muncaster, No. 397	1567
Void	51
NEW YORK—ENGINE PATROLMAN	
Write-Ins:	
J. Scotto	32
Al Spillers	23
N. Y.—STEWARD PATROLMEN (2)	
Claude Fisher, No. 362	977
Ferdinand Hart, No. 488	1014
Frank Williams, No. 6161	902
Void	136
NEW YORK—JOINT PATROLMEN (2)	
W. J. Lee, No. 633	1499
Write-ins:	
J. Scotto	56
A. Thompson	18
C. Serrano	13
Void	52
BOSTON—JOINT AGENT	
John Mogan, No. 216	1690
Void	59
BOSTON—DECK PATROLMAN	
Vincent Yakavonis, No. 1774	1540
Void	41
BOSTON—ENGINE PATROLMAN	
J. Sweeney, (write-in)	144
C. Coburn (write-in)	17
Void	41
BOSTON—STEWARD PATROLMAN	
Bayne (write-in)	201
C. Coburn, (write-in)	17
Void	32
PROVIDENCE—JOINT AGENT	
Joseph Lapham, No. 247	909
Anthony Russo, No. 5730	596
Void	65
PHILADELPHIA—JOINT AGENT	
Harry Collins, No. 496	1684
Void	39
PHILADELPHIA—JOINT PATROLMAN	
Joseph Flanagan, No. 542	1544
Void	31
BALTIMORE—JOINT AGENT	
William Elkins, No. 748	499
James McCauley, No. 1	439
William McKay, No. 8	926
Void	137
BALTIMORE—DECK PATROLMAN	
Rexford Dickey, No. 652	1552
Void	48
BALTIMORE—ENGINE PATROLMAN	
Lee Deutsch, No. 2860	810
John Gupta, No. 429	819
Void	73
BALTIMORE—STEWARD PATROLMAN	
John Vechio, No. 1616	1413
C. Douglas (write-in)	103
Void	40
NORFOLK—JOINT AGENT	
Berger Hanscn, No. 3135	1454
F. Sorensen (write-in)	95
Void	46
NORFOLK—JOINT PATROLMAN	
Bud Ray, No. 647	1311
L. Paradeau (write-in)	40
Void	36

SAN JUAN—JOINT AGENT	
Daniel Butts, No. 190	1570
P. Acree (write-in)	19
Void	45
SAVANNAH—JOINT AGENT	
Charles Martin, No. G-16	826
Charles Waid, No. G-54	924
Void	96
JACKSONVILLE—JOINT AGENT	
F. Lauritano, No. G-145	751
C. M. Rogers, No. G-2	1074
Void	96
MOBILE—JOINT AGENT	
Olden Banks, No. G-1	1001
D. L. Parker, No. G-160	753
Void	105
MOBILE—JOINT PATROLMAN	
W. J. Lombard, No. G-17	389
Robert Matthews, No. G-118	766
J. K. Shaughnessy, No. G-118	573
J. Shelton, No. G-71	345
Oscar Stevens, No. G-115	465
Red Sweeney, No. G-20	584
Void	173
NEW ORLEANS—JOINT AGENT	
A. W. Armstrong, No. G-136	1185
H. J. Schreiner, No. G-308	536
Void	169
NEW ORLEANS—DECK PATROLMAN	
P. P. Jason, No. G-11	915
E. Jack Vorel, No. G-10	627
Void	104
NEW ORLEANS—ENGINE PATROLMAN	
C. J. Stephens, No. G-76	873
L. E. Wessels, No. G-1	724
Void	154
NEW ORLEANS—STEWARD PATROL.	
Terrington (write-in)	83
Widergreen (write-in)	7
E. Coulton	13
Void	35
TEXAS CITY—JOINT AGENT	
E. A. Boyd, No. G-217	782
E. R. Wallace, No. G-237	869
Void	95

RESOLUTION BALLOT

Yes	1590
No	877
Void	53

We, the duly elected General Tallying Committee elected at the Baltimore Branch meeting of February 24, 1941, for the purpose of tallying all ballots cast in the 1940 Annual Election of Officers hereby render this General Tally Report to the membership as an accurate and correct tabulation of all ballots cast in all Branches of the Atlantic and Gulf District.

(Signed:)

- Thomas Hipple, No. 327.
- Frank Balger, No. 6186
- Charles Sykes, No. G-309
- Thomas Macek, No. 493
- John R. Taurin, No. 780

Note: Brother Paul Hall served on this committee but shipped out immediately after the tallying was completed and did not sign the report.

IMPORTANT RESOLUTION!

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Respectfully submitted,

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

Pied Pipers of the Naval Reserve

After getting only 339 enlistments in a four-year plan to recruit 30,000 into the Merchant Marine Naval Reserve—on the basis of the scabby naval reserve wage scale—the Brass Hats are using another tack in their rotten union-busting scheme.

Knowing that on the basis of \$54 tops for sailors, \$60 for firemen and so on down the line, they can expect still less enthusiasm for the Navy now than in the four previous years, the Admirals have developed an entirely new tune. They know that seamen have no greater enthusiasm for serving in the Army at \$21 a month than in the Naval Reserve at from \$21-\$54 a month, being against scab wages and against regimentation in principle and determined to hang on to the union wages and union conditions long fought for. They also know, however, that seamen are being drafted into the Army against their will these days. So the Pied Pipers of the Navy chant: "Enlist in the Naval Reserve! Men enlisted in the Merchant Marine Naval Reserve will not be required to serve under the Selective Service Act!"

Circulars which blare forth this witch-song are being handed around in all ports. It looks like a cinch, but—of course, they say nothing whatsoever about wages and conditions in the Naval Reserve.

Now, the real object of the Brass Hats is to establish the scab wage and the non-union conditions of the Naval Reserve system throughout the entire merchant marine. So, union seamen must be on guard against this Pied Piper's song.

The merchant marine is becoming more short-handed of trained personnel every day. The Bureau of Inspection and Navigation has admitted that the situation is becoming critical and has recommended that the Draft Boards defer merchant seamen because of this shortage.

Don't fall for the siren song of the Navy's Pied Pipers! Fight with your Union for draft deferment for all merchant seamen and for maintaining and extending union wages and union conditions on all ships!

Out of the Mailbag

ARGUES FOR PAY BOOST TO A.B.'S

City of Birmingham
February 18, 1941

Dear Sir and Brother:
For some time I have been thinking of calling the A.B.'s attention to the fact that we are getting underpaid. Here is my story. Let's hear from anyone pro and con.

To get an A.B. ticket, a green ticket, we must first have three years' sea service. Our examination includes physical fitness, plus ability to distinguish between colors plus good hearing. Then we must know knots and

splices, both rope and wires; also the compass, not mentioning knowledge of the ports of boats.

That's why I say an A.B. should get at least a \$10 per month increase.

Here's to better wages on the rust-pots.

Fraternally yours,
C. Martin, G-16.

MIAMI

March 1, 1941
Editor, Seafarers' Log
To the many sea-going friends of Gilbert (Jo-Jo) Adkins: It is with the greatest of sorrow that we report the death of Jo-Jo Adkins, piano player for the

past three years on the S.S. Florida.

Jo-Jo was missing at sea the morning of February 22, while the ship was en route to Cuba. The ship was stopped and a search of over an hour was made but no trace of Jo-Jo could be found.

On the S.S. Florida's return to Miami the night of February 23, services were held at sea by the master, Captain Harrington. A floral wreath donated by the entire personnel of the S.S. Florida was cast overboard. The S.S. Cuba also held services at sea.

Gilbert (Jo-Jo) Adkins was born in Americus, Ga., in 1915, and was a member of the American Federation of Musicians Local No. 655 of Miami, Florida, an A. F. of L. affiliate.

Fraternally,
Gordon Hales.