



## Congress Passes Fascist Labor Bill

### House Committee Studies Job Insurance For Merchant Men

by Matthew Dushane

Washington, D. C.—The House sub-committee on merchant marine and fisheries is conducting hearings on unemployment insurance benefits for merchant seamen. Hearings started Thursday, continued on Friday and will be held again next Monday.

There are two proposed drafts; Committee draft No. 1 was drafted by Mr. Murray Lattimer of the Railroad Retirement Board at the request of the Social Security Board,

and will here after in this report be known as No. 1. Committee draft No. 3 was drafted by Dr. Gray of the N. Y. State Unemployment Commission at the request of the War Shipping Administration, and will here after in this report be known as No. 3. Dr. Gray had previously submitted another draft, committee print No. 2, he made some changes and later submitted committee print No. 3.

Mr. Johnson, the representative of the Lakes Carriers Association, who represents the largest group of steamship employers in the United States, stated that they were in favor of No. 3 but opposed the union hiring hall clauses. The reason that they were in favor of the rest of the draft was because the

benefits payable to the seamen under that draft were not as liberal as draft No. 1.

*Committee hearing on these bills ended this week with no prospect of either measure being submitted to the House at this session.*

Mr. Gregory Harris, representing the Pacific American S.S. owners association, stated that they were in favor of No. 3, they also opposed the union hiring hall clause in that draft. They also were in favor of the rest of the draft because the benefits payable under No. 3 were not as liberal as No. 1. He also challenged the legal right

(Continued on Page 3)

The fascist Smith-Connally bill is now the law of the land, having been overwhelmingly passed by both houses of Congress over a Presidential veto last week end. But this is not the end, for labor will continue to battle the repressive measures by all available weapons. William Green, President of the AFL, warned Congress that labor would "rebel against it" in event the bill was passed—and rebel we will.

The legislation won't work—it can't work as long as there exists in this country free and democratic unions. It may succeed in harassing union leaders, in creating

momentary confusion and defections in the ranks, but the entire history of the American labor movement is such that one thing is certain, the reactionary labor haters in Congress and their capitalist masters are due for a lacing. "The effect of the bill," declared N. Y. State Federation President Thomas A. Murray, "is to impose involuntary servitude on the American workers."

This the workers will not accept lying down.

Collective bargaining will be impaired, union men will have to operate in the shadow of prosecution, employers will double their anti-union provocations, but the workers will fight back and defend their way of life—make no mistake about that.

We have been told that the bill was aimed at John L. Lewis and the members of the United Mine Workers of America. This is true in so far as the miners have been in the vanguard of labor's fight for justice and the bosses hoped that by smashing the miners they could smash all labor.

But even if the miners hadn't been forced out on strike by the coal operators, even the auto and rubber workers and the machinists and the teamsters and the seamen had passively retreated before each new boss offensive, the Smith-Connally bill would still have passed the Congress in some form. For the goal of these gentlemen is the complete smashing of the unions for all time.

It is a finish fight and no concessions by labor (short of complete dissolution) will appease these gentlemen.

What is to be done? Smith and Connally and their henchmen must be removed from office. Henceforth labor must see that Congressmen wear the union label.

No finks in the plants and on the ships—no finks in Congress!

### ALL ABOARD FOR THE GRAVY TRAIN

As has been predicted by the *Seafarers Log* many times, the War Shipping Administration is now lobbying in Congress for an enormous increase in its appropriation. The WSA plans to use the money to build ships—to be sure—but also to continue and expand its fink training program. Undaunted by the fact that it can't place the men already graduated from its schools, the RMO is asking \$72,000,000 for its training fund.

The total appropriation asked by the WSA for the coming year is a cool 2 billion dollars. This is a boost of almost 100% over last years appropriation.

### Unionism — N.M.U. Brand



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### Urge Seamen Sailing Ships From Yard Stay On For Offshore Trip

NEW YORK — Union officials endorsed completely the request of WSA Administrator Edward Macauley last week that seamen taking newly commissioned vessels out of the shipyard to loading ports remain on the ships for the first offshore operation.

Macauley urged that the men sign off-shore articles to prevent delay caused by the signing on of replacements and to maintain the complete efficiency of the vessel. He pointed out, "Obviously the replacements, particularly during the initial phase of the offshore operation, cannot match the efficiency of the crew which has been on the vessel from the shipyard."

This reproduction of a PILOT article graphically shows how the N.M.U. leaders slavishly bow before each new ukase handed down by the W.S.A. Last week the S.I.U. denounced the W.S.A. demand for deep-sea articles at port of delivery, as a move to chisel the seamen out of conditions. But the rank and file seamen's rights and conditions are not factors to influence the sell-out artists in the N.M.U.

Irrespective of the policies of "No-coffee-time" and his coterie, the S.I.U. will continue to fight the W.S.A. every time that outfit attempts to chisel the seamen (and this is about every day in the week).

The law allows men who sign coastwise articles to sign off when the ship goes deep sea. We will continue to demand that Macauley observe the law.

### "Red Lead" Anderson Receives A Vacation

NORFOLK—"Red Lead" Anderson, notorious, Waterman Line Bucko skipper and log book expert, arrived in Norfolk three weeks ago with the usual cargo of beefs, a well-filled log book and a stack of charges against the crew. On the other side of the picture, however, were a set of charges and specifications filed by the crew against "Red Lead."

Two logs against ordinaries for failing to respond promptly to the call of the whistle were upheld in an inspectors hearing and "Red Lead" smiled happily. His charges of inefficiency against the 2nd. Mate were then dismissed and the smile faded. "Then came the revolution" and "Red Lead" himself was on the carpet being cross-examined by Marty Trainor, Norfolk Agent.

"You can't do this to me—ay vont lisen to no union agitators" fumed the indignant Bucko; "Ay vent to sea before the mast." Alas and alack, however, he was forced to listen and to try and defend himself.

His ship sailed again and up to the last minute it looked as though "Red Lead" had beat the rap. He signed on the new crew and his smile had almost returned when he was called back to the inspector's office, relieved of his license for a period of thirty days and told to pack up and get gone.

The ship sailed with full crew ninety per-cent book members and skippered by a new skipper. The Mate who had also been on charges was exonerated but as a result of

the charges didn't get to move his gear in "Red Lead's" quarters.

Let this be an object lesson. Skippers are subject to rules the same as unlicensed men. When they violate these rules make then answer to the proper authorities and stick around until the case is prepared. The crew stayed long enough in this case to accomplish the desired result.

They failed in another obligation to themselves and their union brothers, however. The crew was largely composed of SUP members and permit men, plus a few SIU West Coast black gang book members. Protested overtime amounted to over a thousand bucks. MUCH OF THIS OVERTIME, COULD HAVE BEEN COLLECTED HERE IN NORFOLK IF THE CLAIMENTS WOULD HAVE STUCK AROUND. Now they are scattered from hell to breakfast and reluctantly Norfolk has to forward the overtime claim, together with this article to headquarters. STICK AROUND BROTHERS AND SETTLE YOUR BEEFS IN THE PAY-OFF PORT. It relieves pressure on already overworked headquarters and makes things better for all.

## NEW ORLEANS

Once in a lifetime we hear of things that are worth repeating, here's one: Ralph Pichet, OS, sailed on a convoy from up North and the ship was sunk. Time went by and the man was given up as lost, his wife notified and in time the check was sent out. On one evening that the favorite indoor sport in England was standing by the radio listening to the German squawks go off the air, the supposedly dead Bro. Pichet was heard broadcasting over the air from a German prison camp, asking that if anyone heard him to please notify his wife and babies of his whereabouts. A bombardier in a Flying Fortress heard the report and because he too was from the crescent city, in the next letter to his mother he told her and she called to bring the good news in person. Upon arrival she found that welcome as she was, that the news had preceded her. Mrs. C. Danils of 70 Rains Av., Worksop, Notts, Eng., had heard the news broadcast and had immediately written to Mrs. Pichet.

For the information of you salt water birds, Worksop is in the coal mining section. (I know because I was privileged to read the letter) and the Lady who did the writing stated that she is a coal miners wife. Further, for you salty guys, I believe that this is one of the sure fire proofs of the solidarity existing between the workers of the world that has come to my attention during this squabble.

A further evidence of solidarity: One morning upon entering the hall I am met by the query, "Where are your old clothes?" Upon a little checking I find that the local U.S.S. has inserted an article in the local press asking the kind citizens to donate light weight old clothes to wear while the officials of the U.S.S. are attending banquets, etc., asking for more old clothes, so they can attend more banquets, say who the hell started this merry-go-round. Maybe they still don't remember that the Unions stated at the inception of this organized charity racket that we have been and still are able to take care of our own.

In line with this, I made a trip over to Camp Kittiwake last Sunday as quite a number of stories were being spread about this set-up. The only trouble I could find after talking to our members (excepting the usual squawks which any sailor has) was that they could not find Logs even though there was an abundance of Pilots around. More on this later. Outside of this, I'm thinking of getting torpedoed (Royal St.) just to get out there for a while, it is the berries.

ARMY, Agent

## BOSTON

Has been some time since Boston had anything in the Log, but brother, the reason is that nothing has happened until lately.

But now with all the shipping and dispatching going on, we in Boston are having our hands full, especially with a few members getting drunk and missing watches, also refusing to obey the orders of the Officers of the ships. We all know that they think they are Little Tin Gods and all that, but with the C. G. on your tails, do what they tell you and take it up later in Port. When paying off in the past few weeks there has been quite a few of the members with 6 months probation put on them, also a few with the seamen's papers revoked.

Shipping and business is the best

## WHAT'S DOING

## Around the Ports

in quite a while and we are short of all rated men, having to get men from all over the New England area.

JOHN MOGAN, Agent

## SAVANNAH

Shipping in the Savannah district has greatly increased in the last couple of months. Even had a couple of ships come in here and pay off. Had the S.S. Delaires of the Mississippi Co., and S.S. James Hoban of Waterman Steamship Co., with quite a few hours of overtime in dispute but every thing was settled satisfactorily to every one concerned.

Shipping for the future looks very promising but at the present time I have nobody on the beach. Am still looking for all kinds of rated men.

It should also be brought to the attention of these young fellows that are coming from the Maritime Schools and shipping out on our contract ships, that they do not have to report back to the Recruiting and Manning Organization to ship out, that they can report to any Union Hall along the coast to ship out, and ship almost any time they check on the shipping list. Also some of our book members are reporting to the Recruiting and Manning Organization to be shipped out. These members should discontinue this practice immediately as there are enough jobs for all Union members in all Union Halls along the coast.

Steady as she goes,

CHARLES WAID,  
Agent

## PHILADELPHIA

Well, here we go doing business at the same old place again. Brother Gillis has severed his relations with the United Seaman's Service. He was formerly connected with that organization as Chief Sanitary Engineer. He states that his reasons for quitting were that he wanted to get back to the line of production.

We have a brand new situation here in this port, when a ship comes in from a foreign trip the Captain and the purser take all the records of the pay, over time draws and what have you, to their New York office and the next day they bring back a payroll that was made up in the companies office and proceeded to pay the crew off. Where the rub comes the company officials in New York have cut a few hours from their overtime, but nobody seems to know just what overtime the company has cut, or just what for. All that the members know is that the total amount of his overtime does not jibe, and to further make things more complicated there is no official from the company's office in New York present at the payoff.

When the agent confronts the Captain with the short overtime he is told that if the man in question has any overtime coming to him he can go to New York and settle it with the Port Captain. Pretty cute I call it. Of course, as I see it a Patrolman or an Agent can always get to the Captain before he takes the payroll to New York to have it made up and see if the overtime is all in order. This has been done on one ship in particular, the

Benjamin Bourne, and all the overtime was agreed on. But when the pay-off got under way the black gang were short from 6 to 15 hours apiece, and when we took this up with the skipper, low and behold if the First, Second and the Chief hadn't gone ashore. However, we were able to straighten out the biggest part of it because it was overtime that had been worked after the ship had arrived in this Port, but still we had to relay part of it to Hawk in New York. But had an official of the company been present at the time of the pay-off I believe that all the overtime would have been squared away.

As I write this I have just been informed by the Brothers of James Hager that he passed away June 28, 1943. Brother Hager was known to many a Philadelphian as "Slack-Away-Red" and I am sure that his passing will be a shock to his many friends sailing out of this Port.

The terrible Greek (George Karpetos) is still in dry-dock here and I believe he is getting ready to ship again as it was overheard by Hodge that he stated to another member, "Let me take a look at her and I will tell you whether I want to make her or not."

Well, today being Monday there isn't much doing around the old Port but we have been informed by the powers to be that they expect a slew of ships in here soon. Well, their isn't much more news, so until next time, steady as she goes.

HARRY J. COLLINS,  
Agent

## BALTIMORE

The S.S. City of Dalhart is owned by the U. S. Lines which has an agreement with the famous N.M.U. This ship just came back from a 11½ months trip. They were in port three days before a patrolman even went down to the ship and when he got there all he asked for was to see the men's books and when each delegate showed their reports to him, he said that all books will have to be paid up before the men could leave the ship. When they showed him all the beefs, he just looked them over and said he could not do anything about them because "we are at war."

The Captain had the crew working ten hours a day from Bombay to Baltimore, 2 hours as emergency lookout in addition to their regular eight hour, trick, using the "safety of the ship" gag. But the gun crew only stood two hours out of every twelve as lookout, as they always do.

The N.M.U. claims to be a nice Union to be a member of, but if that is the way they treat their members, they would be wise to have that Captain get a crew from the S.I.U. on that ship so he could be put in his place and get acquainted with a real Union crew. There wasn't a beef settled in favor of the members of the crew of that ship, the Company winning all of them.

Now I know why the N.M.U. has so many ships, they have nothing but South St., and So. Broadway bums similar to No Coffee Joe when he shipped out last from the old I.S.U. Hall. The entire crew, with the exception of two men,

were drunk on paying off, and one of those two was a S.I.U. member who joined her at Bombay and the other fellow said he was going to get a book in the S.I.U. as soon as he was able.

I went aboard this ship, the first N.M.U. ship I was ever aboard, to help out the S.I.U. man in settling his beefs and did manage to get in a few good words before the N.M. N. Patrolman got wise to me and had me chased ashore by the Coast Guard. The old man held the men three days before paying them off without giving them the three days pay.

Steady as she goes and let us hope for a time when we can get these N.M.U. boys on a real Union ship and show them how a real Union is in operation.

EMILIO DI PIETRO,  
Patrolman.

After the last war was over our fighting men, composed mostly of labor, came back to this country only to find it in the hands of racketeers, gangsters, and their political stooges. These stooges passed laws at the command of these cut throats. Later, scandals of teapot domes and such began to come to light. An aroused public, in which labor played no mean part, began the twenty year war to get the country back into the people's hands. About as much blood was shed in the course of this twenty years as there was by our boys over there. Apparently history is about to repeat itself.

Our benevolent politicians at Washington have recently passed the anti-strike bill. A coincident is that Hitler and the "ILL DUCK" passed just such laws immediately after they took power. We wonder who or whom are planning to take our country over again. The voters left in this country should make it their duty to see that every politician is ousted that voted for that vicious bill. Do this before it is too late. For you may not have the opportunity to do so if they are re-elected. Also, they should demand the law be repealed.

It is labor's duty to defend the gains of labor. Most of our brave fighters whom are now at the various battlefields would want it this way. Certainly they would not like to return home and find that everything they fought for was in vain, and certainly they also would like to come home and return to civil life to a job that had the same or better conditions and pay as before they left. This is really what they are fighting for—economic security. So voters make it your business to see that they get it.

JOSEPH FLANAGAN,  
Agent

## TAMPA

Things around this port are about as dead as a last year's bird nest. We are getting quite a few of the Tampa boys here that have been gone six months or more, and from what they tell me they had quite a bit of experience in various parts of the world.

Bro. Marvin Swint has been telling us some wierd tales of his experience. There is one thing that I can say, our members are not so publicity minded as the N.M.U. Commrats.

I attended a show the other day

and in the news reel, lo and behold I saw no other than the N.M.U. dispatcher sending out three men to some ship and they were sent to some ship by plane. Also on their sweat shirts was the great and renowned N.M.U. emblem of which they are very proud.

Boy that gave me a pain in the —when I see that kind of advertising. I see that kind of ad has got to get their own members to advertise and solicit members in that manner, right then and there I would never join that outfit. Oh, well, we will still continue as we have always been doing and in the end we will have accomplished more than they can ever realize or can compete with. Namely, better contracts, wages, living conditions and working conditions.

Two or three days ago I got a very great surprise when I was attending the Agents Conference in New York. A few days ago Bro. Blinky Roberts took a job on one of the South Atlantic S.S. Co.'s ships and I was not expecting to see him for at least three or four months at the earliest. But by George, I saw something that looked like an Admiral coming down Platt St. and who do you think it was—none other than Mr. Roberts who left as a fireman and came back as an Admiral with enough gold on him to sink a barge. The gals have almost got his lead pencil worn out from taking telephone numbers.

Well, that's all from this port. I hope to have some interesting news for next week.

D. L. PARKER, Agent

## NORFOLK

Plenty of men come and go in Norfolk but damn few stick around more than two or three days—principally because of the high price of pork chops and overcrowded conditions. The beer joints close at eleven P.M. and they are generally sold out long before that. In addition, any eating or drinking place is generally packed five deep.

Shipping is good with a better selection of ships than almost any other Port. Anyone that want any kind of job from a two-stacker on down to a towboat can get it here. In Port now, and calling for crews, are the usual half dozen Liberties, and a couple of C-2's. In the last week over seventy men have been shipped from the hall although a good percentage were trip-card and Maritime Commission trainees.

There is ninety miles of waterfront to cover here. Try and cover a ship at New Port News and another at Berkley the same day and you will work until midnight, yet it often has to be done. This port wants a special box in the Log instructing all crews coming into Hampton Roads ANYWHERE to call the hall at once. If ships are missed here it is because no one at the hall is notified and the hall is open from eight to five every day except Sunday, or unless both the Agent and Patrolman have to be busy paying off or signing on different ships.

The Fairisle came in with a lot of collectable overtime plus the usual beefs found on "Red Lead" Andersens ships. But the question is: How in the hell can the beefs be settled and the overtime collected when the crew dumps everything in the Agent's lap and then never shows up again.

If anyone wants to ship and select the kind of ship he wants, this is the place—AND DON'T FORGET TO CALL THE HALL WHEN YOUR SHIP HITS THIS PORT.

MARTY TRAINOR, Agent

# House Committee Studies Job Insurance For Merchant Men

(Continued from Page 1)

of the Union hiring hall being used by the government as an employment agency for seamen being entitled to any unemployment benefits.

Mr. Callahan of the Maritime exchange in New York, an employer organization, also went down the line with the employers, and had the same argument.

All the employers' representatives that have attended this hearing so far, and who have testified, are all in favor of No. 3, but are all opposed to the hiring hall clause. They have contended that under No. 1 the seamen would be entitled to too many benefits, and that it is a steal of funds that the employer is contributing. From the general gist of their testimony it seems that they are all in favor of unemployment insurance, but they do not want the seamen to receive any benefits, or at least unless they are company stooges.

Regarding the hiring hall I have submitted the following statement:

"We are in favor of unemployment insurance. However, we feel that the Union Hiring Hall is our greatest protection against unemployment, and we feel that any unemployment insurance scheme that interferes with the Union in maintaining their hiring hall is unsatisfactory. We would rather not have any unemployment insurance if, in order to secure any unemployment benefits, our members would have to lose the protection they now enjoy under the Union hiring hall."

Under No. 3 the union hiring hall is guaranteed. On page No. 50, 4th, 5th, 6th lines of No. 1, the following lines were deleted, "EXCEPT IN SO FAR AS ANY SUCH SYSTEM IS FOUND BY THE BOARD TO INCREASE THE BENEFITS TO BE PAID UNDER THIS ACT." With these words deleted from No. 1, the Union hiring hall is also protected, and has no strings attached. Under No. 3, the only fishermen that would be included are fishermen who do not work on a share and share basis, and they would only receive benefits during the fishing season.

That would eliminate all the fishermen who are affiliated with the SIU, as they all work on a share and share basis. It would also eliminate them from receiving any benefits after a fishing season is closed. My contention is that the only time that a fisherman needs benefits is after a season closes, as during the fishing season they would not need any benefits as they would all be working.

Under No. 1, all fishermen who work on vessels of TEN NET TONS or over and the vessel is documented under the U. S. maritime laws, would be entitled to benefits, and there are no seasonal requirements attached to it. They would be entitled to benefits any time that they are out of work. All fishermen affiliated with the SIU would be entitled to benefits under No. 1.

I submitted the following statement on the men we wanted covered:

"I have been instructed to urge your committee that all merchant seamen, fishermen, and river boat men, who are employed on all American vessels

documented under U. S. Maritime laws, and operate offshore, coastwise, intercoastal, Great Lakes, rivers, bays, and sounds, be included in any unemployment insurance bill that may be submitted to Congress, provided they are not covered by any State unemployment compensation act."

Under No. 3, the Great Lakes are covered, but only during the season. I also contended that the men need the benefits after the season closes, as during the season they would all be working and would not be in need of any benefits as bad as they would need them when they are not working.

Under No. 1, they would also be included on the Great Lakes, and there would be no seasonal restrictions attached to them when the person would be entitled to benefits. They would be eligible any time they are out of work.

Under No. 3, the River boatmen would be out entirely. In the majority of cases the States do not cover them, and they would be the forgotten men under this bill.

Under No. 1, they are covered if they are on a scow ten net tons or over, and all river boats that hire men on them are ten net tons or over. The men that Brother Biggs has in the SIU on the Mississippi River are covered by this bill.

Under No. 3, the employer would be compelled to contribute 3 per cent to the fund, and the employe would be compelled to contribute 1 per cent to the fund.

Under No. 1, the employer would be compelled to contribute 3 per cent, and the employe would not be required to make any contributions.

I have submitted the following statement:

"We are opposed to any contribution being made by the employe towards any unemployment insurance fund, as it is not the general practice under present State laws of the 48 states that have unemployment insurance benefits. Only 4 States, California, New Jersey, Rhode Island, and Alabama, require the employe to contribute to the State unemployment insurance funds."

The employers all beefed about the contribution. They expressed the fears that with the employes not contributing they would in the near future be required to increase their contributions. The maritime employers are the only employers who have not been contributing to any unemployment funds, all other employers have been contributing for the past eight years.

Under No. 3, any seaman who had his certificate suspended by the Coast Guard would not be eligible for any benefits until his suspension period is complete. He would then have to accumulate the original time required (140 days) before he would be entitled to any benefits.

Under this draft, a seaman who would have been to sea for 140 days, and he may have taken a few days off in some foreign port, upon his return to the U.S. the Coast Guard may suspend his certificate for FIFTEEN OR THIRTY DAYS. He would not be entitled to any benefits, but in

addition to that, after his suspension, he would be required to accumulate another 140 working days before he would be eligible to any benefits.

My statement on the disqualifications:

"We are opposed to any bill that is encumbered by disqualifications, and recommend that the employment practices of the industry be given consideration and that when ever Ships Articles terminate, employes who do not re-sign articles for another voyage, are to be considered qualified for benefits after the usual two weeks waiting period."

Under No. 3, any seamen who makes a trip and his articles terminate, and is offered employment or an opportunity to re-sign on for another voyage and refuses to re-sign on would not be entitled to any benefits.

Under No. 1, after the completion of a voyage, or a man quits a vessel, he would have a two weeks waiting period before he would be entitled to benefits. All unemployment insurance laws have a two week waiting period before any claimant would be eligible to benefits.

Under No. 3, a claimant would have to work 140 days before he would be entitled to any benefits. Only one State of the 48 States that have unemployment insurance have such a qualification, and that State is Ohio.

Under No. 1, the time required before any claimant would be eligible for unemployment benefits is 90 days.

This is one of the reasons that the employers are against No. 1, it requires a 90 days working period, accumulated time, and they would be eligible. Under No. 3, it is 140 days, hence the employers favor No. 3.

Under No. 3, any person who is in seasonal work, would only be eligible during the season. This would mean that vessels on the Lakes, and in the Alaska trade, claimants would only be eligible during the season.

My statement was as follows:

"We are opposed to any bill wherein certain claimants would be classed as seasonal workers, thereby disqualifying them, and they would not be entitled to any benefits."

Under No. 1, there is no disqualification for seasonal workers, any time they are out of work they would be entitled to benefits.

Under No. 3, any member of any organization who is affiliated with a national organization, and some union of the national organization is out on strike, thereby causing the seamen to be locked out, they would not be entitled to any benefits.

Example—If the International Longshoremen's Association (AFL) or any other AFL union is out on strike and SIU or SUP (AFL) respect their picket line, or the SIU or SUP is locked out (Layed Off) we would not be entitled to any benefits, because the union that is out on strike is affiliated with the AFL. However, the NMU (CIO) would be entitled to benefits because the union that is out on strike is AFL, and not affiliated with the CIO. The same would apply to a union that is affiliated with the CIO, if a union was out on strike was affiliated with the

## SEAFARERS LOG

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HARRY LUNDEBERG - - - - - President  
110 Market Street, San Francisco, Calif.

JOHN HAWK - - - - - Secy-Treas.  
P. O. Box 25, Station D., New York City

MATTHEW DUSHANE - - - - - Washington Rep.  
424 5th Street, N. W., Washington, D. C.

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### PUBLICATION OFFICE:

ROOM 213, 2 STONE STREET  
New York City Bowling Green 9-8346

CIO Longshoresmen on the Pacific Coast, the NMU would not be entitled to any benefits, but the SIU & SUP members would be entitled to benefits because the union on strike is CIO. The Pacific Coast Marine Firemens, Oilers, Water-tenders, and Wipes Union, would be entitled to benefits regardless of whether the AFL or CIO were on strike, because they are not affiliated with any national union, and are independent.

This proposal encourages unions to remain independent, and not affiliate with any national organization, and discriminates against the AFL and the CIO.

Under No. 1, a claimant would not be entitled to benefits due to stoppage of work because of a strike in the establishment, premises, or enterprise at which he is employed, provided, that this disqualification shall not apply after the end of the month beginning on the day on which the board finds such stoppages of work began.

After thirty days the claimant

would be entitled to benefits if his union or any other union is out on strike. The employers blew their top on this part of the bill.

Under No. 3, before any claimant would be entitled to any benefits, the employer must be notified in writing that the seamen whom he had employed requested unemployment benefits. This means that all kinds of loop holes would be encountered by a seaman seeking benefits. The employer certainly would be in a position of blocking benefits to claimants that they would not care to see collect.

Under No. 1, the employer would never know who has applied for benefits.

In comparing both there drafts, it can readily be seen the reason that the employers favor No. 3 is because the employers and independent union have all the advantages of the benefits, and it is natural that the employers favor a bill that encourages independent unions, as the employer would have an easier time to knock them over.

### Maritime War Emergency Board:

Had a conference this past week with Captain Edward Macauley chairman of the board, and brought to his attention that the seamen in the last war had a better insurance policy than they have now.

Under Public Law No. 20-65 the Congress approved June 12, 1917, seamen were entitled to some of the following benefits:

"Section 3 (A) in case of death, permanent disability which prevents the person injured from performing any and every kind of duty pertaining to his occupation, or the loss of both hands, both arms, both feet, both legs, or both eyes, or any two parts thereof, for the payment of an amount equivalent to one years earnings of the insured, as fixed in the articles of the voyage (herein after referred to as the principal sum), but in no case shall such amount be more than \$5,000 or less than \$1,500."

Present Policy MWEB	First Policy MWEB	Public Law 20, 1917
Life ..... 100%	Life ..... 100%	Life ..... 100%
Both Hands, or both Arms, or both legs, both feet, or both eyes ..... 100%	ditto ..... ditto	ditto ..... ditto
Arm ..... 65%	ditto ..... ditto	ditto ..... ditto
Hand ..... 50%	ditto ..... ditto	ditto ..... ditto
Foot ..... 40%	Foot ..... 50%	Foot ..... 50%
Leg ..... 65%	..... 65%	..... 65%
Eye ..... 35%	Eye ..... 45%	Eye ..... 45%

Under the first policy issued by the board it will be noted that for these same percentages it was foot 50%, and eye 45%. It will also be noted that through a Congressional act during the last war it was, loss of foot 50% and loss of an eye 45%.

# Out of the Focs'l

by  
J. L.

Mrs. Scaife has been looking out for the welfare of the SIU boys, inviting them to parties at the Cosmopolitan Club, and treating the boys first rate. Everytime the boys come back from one of her parties, they tell of what a swell time they had. Our thanks to you, Mrs. Scaife and keep up the good work. Mae Dillon at the Furuseth Club got some publicity by having taken good care of a British seaman's two children. The boys at the SIU want to say hello to Mae, and tell her to keep up her good work.

△ △ △

The oldest of the four Jernigan brothers was recently lost through enemy action. Earl Brown, one of the best cooks in the SIU fleet, was recently declared lost. The ship has been overdue 7 weeks and has been officially declared lost. It is the first Liberty ship to lose an entire crew. Earl was only married three weeks before he sailed on that ill-fated ship. All his friends in Baltimore will sure miss him. We extend our sympathy to both his wife and his family.

△ △ △

The following brothers are now sailing as licensed officers: R. Langford, Paul Jones, Leroy (Rah Rah) Parrish, Bill Edwards, Doug Muncaster and Vince Yakavonis. Joe Hart is studying for his 2nd Assistant's ticket. Joe has become a Benidict and says he has reformed. We wish him luck. Karl Johnson is going to New London for his 2nd Mate's ticket.

△ △ △

Dusan (Chili) De Dusan, who was ashore for 18 months recovering from an injury has finally sailed with his buddy Arthur Thompson on an Alcoa ship. Mae Sclar has been seen at the Somerset having tea. Red Brady and Mike Walsh made a trip on the same ship and were such good boys that the Captain called them Gentlemen. Tish, Tish.

## MONEY DUE

STEPHEN MORGAN, KNUT CATO, E. M. ALLAIN: You have two months, nine days difference in Fireman and Watertender pay, and one month, nine days bonus coming from the Waterman Line.

Deck Department which made last voyage on S.S. George Gale has overtime coming from Mississippi Line.

Entire Deck Department of S.S. Josiah Parker has overtime due. Collect Mississippi Steamship Company, New Orleans.

Steward Dept. S.S. Fitzburgh Lee have money due from Smith & Johnson, 80 Broad St.

Deck & Engine Dept. S.S. Samuel Griffin having personal effects claim see Robin Line claim agent, 39 Cortland St., N. Y. C.

Steward Dept, S.S. Broholt Livingston have overtime coming. Collect Bull Line.

J. McLEON: Four hours due from Mississippi Shipping Company.

T. RAYMOND: \$42.50 coming from the S.S. Tarleton Brown.

H. A. STRAUS: Overtime coming. See Goffin, New York Branch.

Oilers on last trip of S.S. Del Norte have overtime coming. Collect from Mississippi Line, 17 Battery Place, New York City.

Firemen on S.S. Richard Alvey have overtime coming. Collect Bull Line, New York City.

Crew S.S. Francis Marion have attack bonus due. Collect Robin Line, New York City.

Firemen and Ordinaries on S.S. Livingstone have overtime due. See Goffin, New York Branch.

Crew S.S. John Stevens and S.S. Pan Gulf have attack bonus coming. Collect Waterman Line, 19 Rector St., New York City.

## Seafarers' Log-

# HONOR ROLL

CREW S.S. RICHARD H. LEE	\$78.00
CREW S.S. FLOUR SPAR	36.00
CREW S.S. WALTER E. RANGER	21.00
CREW S.S. CHIPPEWA	19.00
CREW S.S. JAMES GUNN	15.00
SIMON WILLIARD	12.00
M. MURR	10.00
H. PRICE	6.00
CREW S. S. LAFAYETTE	6.00
P. G. BUFORD	5.00
A. ROMEJKO	5.00
J. BOUTELLI	5.00
H. L. NICHOLS	4.50
J. S. HART	4.00
J. ARSENAULT	4.00
T. TETONIS	4.00
CREW S.S. JEAN	4.00
L. S. BUGAJEWSKI	3.00
A. C. JUTCHESS	3.00
E. ERIKSON	3.00
J. LYNN	3.00
J. W. PICON	3.00
FRANKIE	2.00
G. HEGMANN	2.00
C. M. RODRIQUES	2.00
B. G. MORANO	2.00
F. J. KEAVFENY	2.00
E. M. SCHIBICQUE	2.00
J. BLAKEY	2.00
M. WERCKSHAGEN	2.00
C. S. ALBERTSON	2.00
CRFW S.S. RAPHEAL SEMMES	2.00
S. BAN WORT	1.00
G. SCHMIDT	1.00
T. J. TIGHE	1.00
<b>TOTAL</b>	<b>\$276.50</b>

## Personals

PHILLIP POSSIN

See the Secretary-Treasurers' office next time you are in New York.

RAY PUGH

See the Secretary-Treasurers' office next time you are in New York.

## Will Print Amendments In Next Issue of Log

The amendments to the Atlantic & Gulf Constitution drafted by the Agents Conference, will be printed in the next issue of the Log. They will be printed for the purpose of general discussion. The amendments will appear on the next regular ballot for ratification by the membership.

# R.M.O. TRAINEE'S CONCEPTION OF A SHIP

