



NEW CLOSED SHOP AGREEMENT:

ROBIN LINE SIGNS WITH SEAFARERS UNION!

Bonus Beef Decision Up to Washington

Direct intervention of the White House saved the shipowners from a showdown with the Seafarers International Union of North America on the issue of the War Bonus, after a number of vessels belonging to the Robin Line, the Calmar Line and the South Atlantic Steamship Co. had been tied up in Atlantic and Gulf ports, the men having refused to sign on until a hike in the bonus had been granted for African and Red Sea runs.

The Union action was spreading and the shipowners were in a state of frenzy over hourly losses in their rate of profit, when the Government stepped in on the basis of its concern over "national defense" and "lease-lend" efforts. Capt. Conway, District Manager of the Maritime Commission, called Brother John Hawk, Secretary-Treasurer of the Union, on July 7th, and notified him that the Commission had orders from Washington to man the tied-up ships at all costs. In a letter substantiating this, the Maritime Commission official had the following to say:

"July 7, 1941.

"Mr. John Hawk, Secretary-Treasurer, Seafarers' International Union, 2 Stone Street, New York, N. Y.
"Dear Mr. Hawk:

"This will confirm our conversation of even date, wherein you were informed that the President of the United States has advised the U.S. Maritime Commission that the vessels now tied up in this port due to labor difficulties must in the interest of the defense program sail immediately and that the Commission is to take whatever action necessary in order that these vessels may sail at the earliest possible moment.

"Very truly yours,
(signed) Granville Conway,
District Manager,
North Atlantic District."

Faced with the alternative of releasing the vessels or having them manned with scabs by the Maritime Commission, the SIU considered it to the best interests of the Union to take the first choice, stipulating, however, that the Maritime Commission and the Department of Labor call a conference of all shipowners and all maritime labor organizations to negotiate an all-around rise in War Bonus pay, and that any increase thus achieved—or if unsatisfactory to the Union, any increase achieved by arbitration between the SIU and the shipowners involved—would be retroactive to the signing of articles on the released ships.

The shipowners and the Maritime Commission accepted these stipulations and the matter was then brought up for a vote by the membership up and down the coast. The members in all branches voted decisively to accept the proposed course.

Action is now awaited from Washington, to continue efforts towards a settlement of the justified S.I.U. demand for higher War Bonus pay. Once again, the S.I.U. has taken the lead in the struggle for the advancement of the seamen's interest. But this time, the support of the seamen in the other maritime organizations is needed to back up this lead and make it successful.

Robin, Alcoa Add Vessels to Their Runs

Seas Shipping Company and Alcoa Steamship Company, each had a new addition to their deepwater fleets this week. The S.S. Robin Sherwood, a C-2 cargo vessel of 7,100 gross tons, will be delivered to the Robin Line in New York on Saturday. The S.S. Alcoa Pilgrim, a C-L cargo vessel of 6,762 tons, will be delivered to Alcoa at San Francisco.

Both ships will be manned by crews belonging to the Seafarers' International Union.

Their delivery marks the completion for service of ninety-seven of the 500 ships planned under the Maritime Commission's long-range building program.

The Robin Sherwood, like its other new Robin sister ships, will be able to maintain a speed of 16½ knots, which reduces the passage from New York to Capetown from 26 to 16 days.

Seas Shipping Company (Robin Line) today signed an agreement with the Seafarers' International Union, granting the Union closed shop conditions on all its vessels. Wages and working conditions under the contract signed compare favorably with the best agreements held by any union in the maritime industry. (The N.M.U. doesn't even class in this field.)

M.C. Man Hits at Shipowners for A Change!

Drastic regulations are needed to protect Uncle Sam from gouging shipowners because Uncle Sam finds "that the almighty dollar is the measure of patriotism of some of our people."

None other than former Congressman John J. Dempsey, at present a member of the U. S. Maritime Commission, is responsible for the above statement made before the Senate Commerce Committee last week. Dempsey was testifying on a "seizures" bill that came up for a hearing before the Committee.

Some shipowners, Dempsey said, have flatly refused to handle "urgently needed strategic cargoes," because they could get more money hauling other goods not needed in defense. Other shipowners, he said, are trying to force the government to take over "old tubs" at exorbitant prices, with the expectation of taking them back "for a song" after the emergency is over.

Lobbyists of Atlantic and Pacific shipowners are fighting desperately for including in the bill a clause guaranteeing them "just compensation" for any services they may be required to perform for the government. "Patriotic" sacrifices? That's o.k. for the common seamen, who don't know any better, but not for John Shipowner!

ATTENTION

The following men, who quit the S.S. Raritan recently, failed to return the badges given them to get in and out of the Brooklyn Army Base, where the Raritan was stationed:

Charles Olson
Arthur B. Johnson
Mike LaSaya
Robert G. Haptfleisch

They are asked to get in touch at once with Mr. Fasick, of Smith and Johnson at 80 Broad Street, N.Y.C. Very urgent!

The new agreement, obtained in spite of and in the very course of, a War Bonus beef with this Company, is a ringing victory for the militant S.I.U.

It is testimony to the fighting spirit of the Seafarers, as distinguished from the rotten sell-out tactics of the misleaders who run the N.M.U. These gents never seem to be able to get a concession from the shipowners without finking on another seamen's union (as was the case with the M.E.B.A. strike on the Export Line) or selling their own rank and file down the river.

The S.I.U. gets its agreements by the actions of an alert membership, backing up officials of their own choice. The agreement with the Robin Line was signed for the Union by John Hawk, Secretary-Treasurer, and will be placed before membership meetings up and down the coast for ratification.

An election was conducted by the National Labor Relations Board on all Robin Line ships recently which resulted in a

(Continued on Page 2)

Anti-Union Bill Defeated by Big Vote in House

WASHINGTON, D. C.—By a 220-149 vote, the House of Representatives last week defeated the vicious anti-Union provisions of the May-Connally Bill, aimed at breaking strikes and intimidating Unions.

The Bill was originally an amendment to the conscription act, which called for the seizure and operation of struck plants by the Government and for the withholding of defense funds from being paid as wages to workers who had participated in strikes in so-called defense industries.

Only the clause calling for the lowering of the draft age to 23 was left intact by the legislators, after all the anti-labor provisions had been voted down. It is expected that the Senate will take similar action. A great volume of pressure from labor organizations undoubtedly had to do with the defeat of the union-baiting provisions, which had considerable support in Congress when originally introduced.

Comparison With Previous Systems

Finds System of Training Bonafide Seamen as Officers First Practical Step

When I first heard of the Maritime Commission's plan to train officers for the American Merchant Service I was not sufficiently interested to read the particulars. All previous attempts in this connection have been so grossly misdirected that their failure was a foregone conclusion.

During the past few years there has always been some one cropping up in Washington with a brilliant plan to turn-out officers on an assembly line basis. If practical, this would be very fine, but experience has taught us that it cannot be done.

In order to intelligently direct the work of seamen, a man must first be a seaman himself. If I understand it correctly, this new service would enroll only the men who have served three years in their respective departments. In my opinion, the new system has several virtues and so far no one has been able to find anything wrong with it.

Heretofore, several different schemes have been put into effect, and believe me, they fizzled. We all recall the Cadet system, whereby a poor deluded clodhopper was sold on the idea of giving three years of his life for \$30.00 a month with a promise of a job if and when he got a license. Here's how it usually worked out. If the victim had any brains at all, he would see that he had to do a sailor's work for less than half pay and no overtime. Furthermore, three years spent on deck as an Ordinary or Able-bodied seaman at Union wages would make him just as eligible for a third mate's examination as the three years wasted on starvation wages. Naturally, the more intelligent ones joined the Union and sailed in the fock's'l. Just as naturally, those stupid enough to work at those wages were seldom intelligent enough to pass the examination.

(Continued on Page 2)

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

Affiliated with the American Federation of Labor

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Will We Meet The Challenge?

The shipowners were strangely silent when they stalled negotiations on the War Bonus, recently.

Their previous agreements called for a review of the Bonus arrangements. Their enormous profits in the foreign trade made a Bonus raise entirely feasible. The sinking of the Robin Moor underscored the justice of the Union's demand for a higher Bonus in the eyes of everyone.

Yet the shipowners stalled. They stalled even in the face of the threat of spreading Union action against their ships. And this stalling took place at a time when their trade is most lucrative and any interruption in the sailing schedule means a dent in their profits.

Why did they stall?

Can it be that they consider the threat of Union action lacks punch behind it? Can it be that they know that the Union has insufficient funds with which to carry on a long test struggle against them?

We wouldn't be a bit surprised.

So far they have only stalled on increased Bonus pay. Justly deserved Bonus raises are being withheld from the seamen who risk their lives on the foreign runs. But, will the cunning of the shipowners stop there? How long will it be before they stall at increasing basic wages, or even at renewing present contracts at the wages and conditions won by the Union in recent years?

From the looks of things, the shipowners are getting ready to challenge the Union and all it stands for.

WILL WE MEET THE CHALLENGE?

If they make sure that the Union is weak, that it has insufficient funds in its treasury with which to back up strike action, what is to prevent the shipowners from starting to attack even those meagre gains which the Union has already made?

This state of affairs is an alarm signal for all militant, conscientious and thoughtful Union men. The membership of the Seafarers International Union will have to heed the alarm signal if they are to retain gains won and improve conditions further.

THERE IS DANGER AHEAD —

Unless the membership gets down to brass tacks. Unless the S.I.U. men everywhere prepare to build up strength against the shipowners' cunning attacks. Unless the S.I.U. membership realizes its own needs and piles up a huge strike fund with which to back up the battle against John Shipowner.

The \$5.00 Strike Assessment is being put up for reconsideration in a coastwise referendum. For the sake of maintaining improvements already won, for the sake of making gains commensurate with rising prices and the growing profits of the employers, for the sake of protecting the Union, for the sake of safeguarding your own future —

VOTE FOR THE \$5.00 STRIKE ASSESSMENT!

A vote for the Strike Assessment is a vote for a strong Union.

A vote for the Strike Assessment is a vote for higher wages, higher bonus pay and better conditions.

A vote for the Strike Assessment is a vote for yourself as a Union seaman and against the greed of John Shipowner.

More About

ROBIN LINE SIGNS WITH SEAFARERS

(Continued from Page 1)

smashing, virtually unanimous victory for the S.I.U. Shortly afterwards the N.L.R.B. certified the S.I.U. as the exclusive bargaining agency for the Robin Line seamen. The N.M.U. did not even have enough support on these ships to be able to challenge the S.I.U. in the N.L.R.B. elections.

The Robin Line is one of the biggest in the vital African run, with constant additions to a rapidly expanding fleet. The agreement obtained by the S.I.U. is in every sense of the word, a big victory, and one more important sign of the great trend to the Seafarers' International Union in the East. It looks as if the militant seamen who get ahead in wages and conditions are seeking Unity under the banner of the S.I.U.

SIU Crew Has Ship Taken Over from NMU Overhauled

Conditions on the S.S. Golden Sword, recently taken over by the Waterman Steamship Company from the Sword Line, proved so unbearable, that immediately upon presentation of protests by the S.I.U. crew, the Company agreed to put the ship in dry-dock as soon as it reached the home port, at Mobile.

The Golden Sword, under its previous owners, was manned by an NMU crew. Filth prevailed all over the ship. Quarters were over-run with vermin. Sleeping accommodations were inadequate, many of the crew having to sleep on cots.

While such conditions seemed to prevail with nothing done about them by the great "progressive" leadership of the NMU, the Seafarers' International Union did not believe they were fit for seamen and let the Company know so at the very first opportunity. The Company has agreed to overhaul the quarters completely, make all the necessary repairs and do a thorough-going fumigation job.

This is only one example where the S.I.U., upon taking over, has

Finds System of Training Bonafide Seamen as Officers First Practical Step

(Continued from Page 1)

The few I have sailed with who did succeed in passing had only one outstanding characteristic: THEY WERE 100 PER CENT NON-UNION. In fact, their capacity for anti-labor tendencies were only exceeded by their poor seamanship. One outstanding example I had the pleasure of sailing with was a Grade A fink who would have been flattered indeed if anyone had called him a rat.

Another marine abortion was the establishment of the school sailing ships such as the NAN-TUCKET and the JOSEPH CONRAD. The boys paid good money to learn the rudiments of a profession just about as modern as witchcraft. The experience gained would be of practically no value on a modern steamship, and we fail to see the connection. If we are to require our officers to serve their apprenticeships on sailing vessels, we would suggest that the railroads force all their

engineers to put in a couple of hitches on a stage coach.

Generally, the consensus of opinion among informed deep-water people was that some pie-card in Washington was attempting to impress his constituents back home with his noble efforts to circumvent the unions.

However, this new plan seems to me like an intelligent system of promoting worthwhile and capable men from the foc'sls and thereby cashing in on experience not to be gained otherwise. Furthermore, by helping Union men to secure an advanced rating, the relationship between the officers and unlicensed men will be on a much healthier basis.

I, for one, would like to congratulate the author of this service because he has shown the true American attitude of giving the breaks to the men who deserve them.

E. A. Boyd, Dispatcher,
New Orleans Branch.

Tampa Agent Cites Cases, Action Taken Against Performers

July 4, 1941.

Dear Brothers:

The time-honored Fourth draws to a very quiet close for the boys who are warming the benches around the cross-roads down here. With nothing more to do than to sit around and box our gums we are of a unanimous decision that a few lines should be beat out to the Log so the boys here and you may be in the know of the doings hereabouts.

A couple of the lads here, to begin with, believe we should tell the fellows about a certain gin-mill here on the water front. It is the FRIENDSHIP BAR (old Waterfront Bar) at 610 - 13th Street, opposite the Luckenbach dock. Several of the boys have got very raw deals in this joint of late. After the guys spend a few bucks and get a little lushed up, they call the law and then the tomatoes who work in the joint appear in court against them. The last fellow paid 45 bucks for his ride up to the station about three days ago. For the welfare of all, we recommend that when in this port the guys steer clear of this place.

A scene from the record comes to mind here, that we believe will help a few of the weaker souls, who hit the booze too heavy, pay

to get a clean-up job done on a ship manned by the NMU. How the rank and file members of the NMU stand for such conditions is hard to explain. Time to wake up, NMU men!

—C. E. Norman, No. 987

a little more attention to their obligations as Union men. Brother Oliver Ash, who just recently joined our ranks, soups up, misses the ship, causes quite a bit of rumpus and beats it to Mobile without showing up for an accounting. Being charged with such, a Trial Committee, with a detailed accounting before them, after due consideration and debate, recommended that this brother donate 50 bucks to the Log and upon a repetition of such action, his book be lifted.

Seems that some of the fellows don't realize what spots they put the Organization in at times when they do these things. Some don't think of it, others don't care; in either case, the results are the same.

On quite a few of the ships coming in of late, the sailors tell us the Mates get in the way a lot, fooling around on deck. Naturally this doesn't put any sugar on the Boss's disposition either. Some of these monkeys, in trying to make a name for themselves, forget they are paid to sail as mate and not as deck hand. However, it wouldn't surprise us in the least, if this doesn't stop, to see some crew give the mate the opportunity to be the whole crew and see how he makes out at that. So, as we write this, we bear in mind the old saying, "A word to the wise is sufficient."

Then there is the Steward on the S.S. Pan Gulf, friend McRae, who on his last trip tried the old two-pot stuff and got his ears boxed by the cooks. We wonder what this lad is trying with new cooks this trip. As a permit man, he was treading deep water. We hope to have the pleasure of a visit from Captain Smith and his scow and dig into this a mite.

All us boys are looking forward to Monday when Brother Biggs is coming down to open the P&O contract. A few of the company officials are all ready to flush him out with crocodile tears about financial reverses and so on. So we have bought him a pair of water wings.

We will close, as one of the boys just snagged a live one and there's new business to tend to on the next floor.

Fraternally,
Steely White, No. 566

Seafarers' Log Honor Roll

Robert Wickfall	\$5.00
H. F. Hurst	1.00
William Cassidy	1.00
S.S. ROBIN ADAIR	25.00
S.S. ALCOA PATHFINDER	10.60
S.S. JEAN LAFITTE	2.15
S.S. ALCOA PARTNER	6.29
A. E. Swenson	1.00
G. W. Hallenbeck	1.00
S.S. SUNDANCE	18.50
Henry Hermes	4.00
N. McGillis	1.00
A. Patron	1.00
Total	\$77.54

What's Doing—

Around The Ports

PHILADELPHIA

July 10, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

This is the Port of Missing Men. Every time a ship comes to Philly we find ourselves hunting in every conceivable place, even in the Hall's Smoke House, for A.B.'s, oilers, firemen and cooks. The curious part about this is that when no ships are in port, we have a whole horde of the above-mentioned species jumping our necks for jobs. We can take it, though. (Ain't that what we're here for?)

Two Calmar and one Waterman ship were the main headaches this current week. The list of beefs presented to us from all three would make a good-sized mystery novel, the mystery being howinell these ships ever managed to sail at all in the condition they were in. However, we succeeded in adjusting all beefs to the complete satisfaction of all concerned.

Ventilation and heating seem to be seasonal issues on all ships. During spring and summer, the former; during autumn and winter, the latter. If the shipowners would anticipate these issues, perhaps it would enable them to keep original crews on their ships. We attribute the tremendous turnover of the men mostly to the first impression they get of any particular ship, and all the adjustments made to remedy these faults may never tend to change the original impression. A solution of this whole thing would be to have these matters taken care of during off seasons instead of waiting for things to happen, thus creating last-minute disturbances. We have many illustrations of this kind of cases.

We don't have to stretch our imagination to know what would happen if some shipowner were to get a room or suite of rooms in some well-known hotel and found faulty ventilation in the summer, or a broken-down heating system in the winter. No doubt, he would make more noise than the combined crews of all his ships, and he certainly wouldn't go to the same hotel again. Need any more be said on this subject?

W. Buckman, one of our musketeers, is still laid up with a broken ankle. He is doing as well as can be expected, but it will be quite some time before he can get around again. We're all pulling for him.

The eminent Brother Van Horn, destroyer of happy homes, finder of lost souls, etc., etc., is

now functioning as an astute dispatcher. To his long list of titles has now been added that of "Shanghai" Van Horn. This is due to his uncanny ability to induce the men to take some of the ungodly rust-buckets that crawl into this fair port.

* * *
One rainy day last week Collins showed up in the Hall with a scrawny sort of a mutt trailing him. He said it had followed him some distance and just wouldn't go away. Flanagan started to call the mutt all sorts of dog names, trying to find out which one in the long repertoire it would respond to. Getting no other response, he hollered, "Here, here, Collins!" When the hound heard that, he howled, put his tail between his legs, and ran out of the Hall, as if the imps were after him. It is our opinion that he is probably still running.

* * *
We want to say right here and now that we apologize to the dog. No offense meant, Harry. Flanagan vows that if he wants to chase a mutt away next time, he is going to call him a real dirty name.

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

NEW ORLEANS

July 2, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

Judging by the New Orleans shipping lists, it would appear that shipping is very poor here. However, such is not the case. We shipped 111 men last week, and the list was reduced from 208 registered to 155. The overflow of men here, of course, is partly caused by the Delorleans being turned over to the Navy. This threw about 80 men on the New Orleans list and that naturally makes a difference. Even so, we cannot always get the Able Seamen to man the ships and more than once last week we were forced to sail a ship short-handed.

The survivors from the Robin Moor came in last week on the Delargentino, and they appeared in good shape despite the hardship partly caused by the Delorleans ships they suffered. It was reported that the Master of the Delargentino seemed to adopt the attitude that these men were refugees and not survivors. They were denied the use of the swimming pool and had to be completely dressed when on the promenade deck, in spite of the general practice with passengers of wearing skibbies or less in the tropics. The Bar was closed to them at first, but later they were allowed soft drinks and beer, with hard drinks for the officers.

Now, while these restrictions might have been very well for the moral and physical health of the boys, it occurs to us that they deserved every consideration to offset the hardships usually associated with life in an open boat.

Of course, it's all over now and I'm sure every member is proud and happy that all hands were saved.

The Delargentino sails July 3 for the Canal Zone, provided we can rake up enough Able Seamen to man her.

E. A. Boyd.

PROVIDENCE

July 7, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

Shipping has been good and business is picking up.

John Hawk, Sec.-Treas., signed the increase in pay with NESSCO officials on July 1. It took a while for the company to come across, but with a little action taken by the sailors in hanging up the boats for a few hours, the company agreed to meet the SIU for the wage adjustment.

The licensed men are now asking for a pay boost.

Things are very busy with all summer boats on the run.

The S.S. Meteor of the Colonial Line is on the New York-New Bedford run.

The strike assessment is meeting with the O.K. of most of the members in this port.

Getting hard to find replacements now. Even getting short of ordinary seamen.

Fraternally,

J. E. Lapham, Agent.

HOUSTON

July 5, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

This has been another slow week due to the fact that the ships have almost quit coming over here, but when they do arrive, I suppose that they will come in bunches.

Say, do any of you brothers need hot weather? If you do, just come down to this Long Horn State. You won't be disappointed. My shoe soles are melting off walking along these docks. I need asbestos shoes for this place.

We have a tug in port by the name of Samson, and while she was in Tampa, three or four of the crew quit. I suppose that they figured that it was going to be hot, so they proceeded to take three of the fans with them, the crew informed me. Now, this kind of thing should not be allowed, as I am of the opinion that the brothers should be brought up on charges and made to return them, or have their books taken up.

This kind of performing will tend to give our Union a black eye, and we can't afford to have too many things of this kind thrown up to us during these times, as we all know that the shipowners are trying at all times to discredit the Unions, and to break them up.

So, Brothers, don't let this kind of thing happen on your ship, or tug, if you can prevent it.

D. L. Parker.

NOTICE

Men on the beach at BEAUMONT, TEXAS, are advised to get in touch with W. H. Farley, Secretary of ILA Local No. 1610. Brother Farley is getting quite a number of calls for seamen and has agreed to ship SIU men to such jobs. Make sure to register with him if you are on the beach at Beaumont.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

Secretary-Treasurer's Office

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BALTIMORE

News and Views

The Battle Is On: On Guard Against Phoney NMU Tactics!

Most members of the SIU-SUP and in fact the membership of the majority of the bona fide maritime unions know by this time that the drive by the Communist Party to obtain control of the entire maritime industry is well under way. The dissolving of the Maritime Federation of the Pacific and the turning over of its powers to the completely communist controlled Maritime Committee of the CIO was the first move made in the new Commie blitz after the membership of the ACA (radio operators) balked at their Commie leaders' attempt to push them into the NMU, and some of the wiser members of the MFOW realizing that they also were destined for the NMU pushed over the vote on CIO affiliation.

However, Commie leadership feeling that both the ACA and the MFOW can be taken care of are going ahead with their original plan to create a phoney all-union unity front at the NMU's Cleveland convention in the hope that the maritime industry in general and the American maritime unions in particular will be fooled enough into thinking that the Commies have gained one hundred per cent control.

The Voice of the Federation's claim that the West Coast Marine Cooks and Stewards, the MFOW, and the SUP are expected to send "rank and file delegates" to the NMU convention is typical of Commie tactics. These so-called "rank and file" delegates have not been named according to the constitution of their Unions, but will have full voice and vote at the NMU convention in order that the internal revolt in NMU can be suppressed and their vote used to create the new National Industrial Maritime Union.

Strangely enough, a great deal of the opposition to the new set-up comes from the rank and file of the NMU. Joe Curran's forebodings of internal revolt within his own union had him a much worried man up until Hitler blitzed against Russia and the party line changed overnight from down with war to down with peace.

It is typical of Joe's mental equipment that he believes it was NMU's sponsorship of the APM and other phoney peace movements that was causing the an-

rest among the membership and now that he no longer has to pay out the NMU's dough to maintain "peace" pickets, he feels as if everything is going to be all right. However, Joe is badly mistaken.

The sudden switch in the party line was enough to convince even the stupidest NMU member that his Union was Commie-controlled and the revolt, long smoldering, is about to burst into flames. It probably has never entered Joe's head that maybe the MFOW, the MC&S, and the ACA would prefer to go their own autonomous way instead of being merged into the NMU. He probably hasn't got around to thinking that maybe his own membership might not want their Union to take in the MFOW and the others. Or maybe he has thought about these things and just doesn't give a damn about what they want. After all, Joe is just like the rest of us; he has a boss and he has to take orders.

One of the primary moves in the latest offensive against American control of the Merchant Marine will be the infiltration of Commie shock troops into the ranks of the SIU-SUP, CTU, MMPA, NEBA, ILA and other unions. Their tactics will be the usual disruption brought on by performing, quicky strikes, personal beefs, etc., etc. They will try and work up hard feeling between SIU and SUP members. They will insinuate against East Coast men to West Coast men and against West Coast men to East Coast men. Be on your guard against these practices. The Commies are throwing all they have to win this battle. They have to win it or they are through. We licked them before, let's do it again.

William McKay,
Baltimore Agent

NOTICE

The following Brothers have Mail in the Jacksonville Union Hall:

E. A. Carton, L. B. Layton, Robert Morton, Fred Shields, John Blessing, S. Jones, Elwin Jenkins, John Case.

Suspended For 99 Years

The following have been suspended from the Seafarers International Union of North America for ninety-nine years for conduct unbecoming of Union men:

George Egan, No. 142
T. D. Jensen, No. 2153
D. Brooks, No. 2174
J. Swim, No. 168
A. Giblin, P-2130

Resolution on Headquarters

WHEREAS, the maintaining of the District Headquarters Office in Washington, D. C., as stipulated by the amended constitution, has proved to be impracticable, as it prevents the Secretary-Treasurer from functioning effectively for the welfare of the organization by not being in contact from day to day with the activities in the ports and with the needs of the seafaring membership and

WHEREAS, keeping open a Washington office has proved to be a burdensome expense to the Union and

WHEREAS, the membership has recognized these facts by approving the action taken at the Agents' Conference in Washington recently to move the Headquarters Office to New York, therefore be it

RESOLVED, that we amend Article X, Sec. 2 and Article XI, Sec. 1 of the Constitution and any other article in the Constitution that refers to Washington, D.C. as District Headquarters, by substituting the words "New York" in place of "Washington, D.C." as the place for the District Headquarters, and be it further

RESOLVED, that this Resolution shall be placed on the same referendum ballot as the Strike Assessment Resolution, and that the period of time for voting on both shall be as recommended by the Secretary-Treasurer, from July 28 to Sept. 1, 1941 inclusive.

(Adopted unanimously by the N. Y. Branch at its Regular Meeting on July 14, 1941)

Out of the Mailbag

Warn Men to Steer Clear of Norfolk Hospital

Editor of the Seafarers Log:

We, the undersigned, wish to notify all members of the Union to steer clear of the Marine Hospital in Norfolk, Va., as the conditions are terrible. Especially the grub. It is not fit for a dog, much less a sick man. Cockroaches overrun the place, also practically every room has a family of mice. They are so tame that when you put your shoes on they walk up and investigate.

When you tell the head doctor about anything he just laughs at you and tells you that you should be grateful to be getting what you receive. Also he says that he can't do anything about it.

If you go to the Dietician she gets lough and gives you hell. Also she tells you if you don't like it here, go somewhere else.

Sincerely yours,

A. L. G., No. 5978
Arthur L. Grisham
Josius Cuillar, G 116
L.W.M., A.2862
C. B. Walker, No. 1031A
Jas. C. Hanson, No. 2698

Wants Account Straightened Out

NEW ORLEANS, LA.

July 9, 1941.

Editor of the Seafarers' Log:

In the New Orleans financial report for W/E July 12, you will find, under collections made by A. W. Armstrong, Agent, a miscellaneous item of \$2.00, donated to the Log by Curtiss Underwood, G No. 2.

This Brother was in charge of the ship's fund while on the Seatrain New York. He left the ship and a successor was elected to handle the fund. At that time there was a balance of \$1.63 in that fund and due to lack of

change Bro. Underwood was unable to turn the money over to his successor, so he has turned that money, plus 37c of his own, to this office, as a Donation to the Log.

He wants this published to clear his name as regards the \$1.63 balance in the ship's fund.

Fraternally yours,

A. W. Armstrong, N. O. Agent

SPECIAL NOTICE

Will the following brothers who were in the "SEATRIN TEXAS" about May 1st, communicate with me at once:

WALDO CRIFE
BOGART
NURSE

A. W. Armstrong,
New Orleans Agent, SIU

OWEN L. CLAGETT
(Jake the Snake)

We have your shipping papers and discharges in the New Orleans Office. Let us know where you wish them sent.

Dispatcher E. Boyd,
New Orleans Branch, SIU

Attention

ANTONIO C. CLINICH
Get in touch with Agent Thompson at the New York office of the Union. Important.

Patrick Walsh

Get in touch with your attorney regarding the settlement of your case against the Waterman Steamship Co.

In Memoriam

WINSTON G. WIGGAN
Died at Providence, R. I.
June 20, 1941

WILLIAM E. BELL
Died at Norfolk Marine Hosp.
June 11, 1941

What's Doing —

Around the Ports

NORFOLK

July 12, 1941.

The Seafarers' Log

Dear Sir & Brothers:

Shipping has slowed down a little here in the last ten days, but it is still almost impossible to get everything out with a full crew. Coal-burning firemen are at a premium.

We will have the tug Ivanhoe out in August for a full crew and no prospect for men around here.

The hall has been moved to 25 Commercial Place down by the ferry building and all hands concerned are better satisfied. Had the good fortune to bum a radio from Brothers Meachem and Williams on the Alcoa Prospector for the hall. Now the boys get all the baseball scores.

The shipping news is so bad in the local papers we never know when a ship has been here until we read where she has sailed. So after this, when any of you Brothers are in our fair city, give us a ring and we will get there.

It won't be long now until nominations are open for officers and we would like to see the ballots loaded with names this year, as that would give a little competition and more interest in the voting.

Seems as though the shipyards have got most of the sailors around here and more trying to get in there every day.

Brother McKay and I were in the City of Brotherly Love July 5th, but got there too late to see any of the Musketeers. Maybe better luck next time.

The Tugboat operators have seen the light and going isn't so tough. About all we have to do is ask and we receive.

Brother Hansen is having a hard time keeping permanent waves out of his Pontiac's fenders. Seems as though every truck in town has kissed it somewhere.

We will have to be on guard more than ever against the communist faction now that the books are open and plenty of the men are coming over. The better men have seen how a democratic Union comes to the front with iron-clad agreements and conditions that are second to none and 100% for the membership.

So steady as she goes and on to a bigger and stronger S.I.U.

Bud Ray, Norfolk Patrolman

SAVANNAH

July 5, 1941

Editor, Seafarers' Log

Dear Sir and Brother:

Had a very busy week down here. The Army transport service called on us last week for 24 men as members of the S.S. Irwin (Army transport), paying Union wages but no overtime. Only succeeded in giving them 16 and had the Army send two trucks down here to take them back to Charleston, S. C., as expenses for transportation was too difficult to reimburse through the Army Financial Corp.

Also, last Sunday the Government called, with the Italian steamer S.S. Clara in commission. Inasmuch as the Maritime Commissioner had some standing by and could not get a sufficient number of men to take the ship out to sea, they called on us for cooperation in sending the ship to Newport News shipyard. I informed the Maritime Commissioner that inasmuch as they had not cooperated with us in regards to our members getting

THE "\$1-A-YEAR MEN" RACKET

Ever since the "national emergency" began there has been a veritable flood of shipowners, manufacturers and financiers coming to Washington to "sacrifice all" and work for the Government at the miserable wage of \$1.00 per year. Much as we admired this self-abnegating devotion shown by the men who captain the industries, we have always had a faint suspicion that the sacrifices made by these gents were not altogether unconnected with a bit of lobbying and wire-pulling which would prove sooner or later to be so beneficial as to off-set the great sacrifices offered. However, we took the \$1.00 per year wage on face value, as far as the outright financial benefit was concerned. But even here, we have been a bit naive.

"The impression that dollar-a-year men brought into the defense set-up are giving their services to the government at great personal sacrifice was exploded in the House this week," says a report from Washington.

"Congressman Woodrum, in charge of a deficiency bill, disclosed that these officials are given an expense allowance of \$25.00 (TWENTY-FIVE DOLLARS) A DAY! In addition, he said, many of them continue to draw salaries of from \$10,000 to \$100,000 from corporations they represented before they came to Washington.

"All told there are 311 '\$1.00-A-Year' men and 1291 persons serving without the dollar, all entitled to the expenses stipulated."

So the \$1.00 a year wage turns out to be a \$25.00-A-DAY racket!

Next time you can spare the tears when you hear of the patriotic sacrifices of other such public spirited industrialists.

RESOLUTION

(The following Resolution, proposing a re-vote on the \$5 Strike Assessment was passed unanimously at the New York Branch of the S.I.U. on Monday, June 23, 1941).

WHEREAS, it is the opinion of many members and officials of this Union that our Strike Fund is at present too insignificant to serve as a substantial reserve fund in case of emergency, and

WHEREAS, we all know that the shipowners are constantly building up their financial reserves in preparation of schemes to take back gains made by the Union in recent years and to deprive us of the weapon of organized strength which alone made possible these gains, and

WHEREAS, experience has shown us that in 1921, when the shipowners went to bat to take away improved conditions won by the seamen during the last war, it was lack of adequate Strike Funds that finally licked the Unions in that struggle, and

WHEREAS, we are resolved not to allow a repetition of that disastrous experience of 1921 to take place and to throw us back once more into sea slavery, and

WHEREAS, we as members of this Union, the Seafarers' International Union of North America, owe a definite responsibility to the organization to help build it strong and make it mighty and impregnable against any and all attacks, and

WHEREAS, it can't be denied that each and every one of us is today, thanks to the Union, in a position to pay at least the small sum of Five Dollars (\$5.00) in the interests of ourselves and our organization, Now Therefore Be IT

RESOLVED, that the question of a Five Dollar (\$5.00) Strike Assessment be re-submitted to the membership, and be it further

RESOLVED, that the period of voting shall be six weeks, and be it finally

RESOLVED, that each member understanding the score give vigorous support to this resolution on all vessels and in all ports.

(Signed) Howard Guinier, No. 478; Earl K. Riley, No. 537; Douglas Muncaster, No. 397; Clarence E. Norman, No. 987; C. E. Martinez, No. 2676; Charles Moulaison, No. 1228; F. L. Hart, No. 488; W. Carlin, No. 4981; W. Paul Gonsorehik, No. 749; Arthur Thompson, No. 2888; F. E. Hathaway, No. 86.

stand-by work on this ship, they certainly had no reason to holler about cooperation now. On the other hand, they wanted a whole crew and I told them that we would furnish them a crew for transportation, subsistence and wages back to Savannah. After a little social discussion, we finally furnished the whole crew and she sailed for Newport News.

Also had the M.S. Willmote in here and after settling all disputes and taking some of the matters up with headquarters, she sailed without delay back to Nova Scotia.

Wish the membership would only learn not to get drunk at sailing time because we have a hard time trying to get anyone on a pier-head jump. First thing the company will demand is that we break down on the manning scale, as they have to run short-handed up and down the coast, anyway. If a man wants to perform, let him quit the job so as to give the other fellows on the beach time enough to make the job, because when he sobers up there is always another job waiting for him.

Steady as she goes.

Charles Waid, Agent.