

SECURITY
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SEAFARERS LOG

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



VOL. II

NEW YORK, N. Y., TUESDAY, NOVEMBER 5, 1940

446

No. 18

SIU Wins Gain in Bonus for War Zone Runs from 25% to Rate of \$1 per Day

Gretcher Named Head of Atlantic and Gulf District

DISTRICT HEADQUARTERS TO BE SET UP BY NEW SECRETARY-TREASURER AT WASHINGTON

Sydney Gretcher, mainstay of the Seafarers' International Union office at New York headquarters since its foundation, was appointed Secretary-Treasurer this week of the newly amalgamated Atlantic-Gulf District of the SIU by Acting President Harry Lundeberg. Gretcher will assume office and set up the new headquarters in Washington as of Nov. 1, and will serve in that capacity until the International convention. At its membership meeting on Monday, Oct. 28, the New York Branch of the union unanimously concurred in the appointment.

An old hand in setting up new union machinery suited to the ever-increasing tasks, Gretcher brings to his new office a wealth of experience and that tremendous energy which have made him known to the membership of the Union as a symbol of efficiency. A seaman with a long record of shipping and struggle for the rights of the seafaring man, he is thoroughly

acquainted with the problems that crop up in Union affairs day by day. By those who have worked with him, he has been respected for his hard-plugging, straight-shooting, conscientious work in behalf of the Union.

We reprint below Brother Lundeberg's letter appointing Gretcher, and Brother Gretcher's remarks to the New York membership meeting on accepting his new post.

Lundeberg's Letter Appointing Gretcher to New Post

San Francisco, Cal.
October 21, 1940

Mr. John Hawk, Sec.-Treas.
P. O. Box 522, Church St. Annex
New York City, N. Y.

Dear Brother:

This will be official confirmation of the appointment of Brother Sydney Gretcher, heretofore employed in the Atlantic District office of the SIU of NA, to act as Secretary-Treasurer of the amalgamated Atlantic-Gulf District of the Seafarers' International, until such time as a convention of the Seafarers' International is held.

Brother Gretcher is appointed after a careful study of the qualifications of several Atlantic and Gulf members of the Seafarers' and is made bearing in mind the unqualified endorsement of Brother Gretcher for such post by a majority of the Atlantic-Gulf District officials, which officials have been elected by the rank and file membership of the Seafarers' International.

I will ask each and every official of the Seafarers' International, and the membership as a whole, to give Brother Gretcher their wholehearted support, and may state that Brother Gretcher has been personally known to me for many years as an untiring worker in the interests of the seamen, and particularly qualified to act in the office to which I have appointed him.

Yours fraternally,
(signed) Harry Lundeberg, Acting President.

List of Nominations of Officers on Page 4

Turn to Page 4 of this issue of the *Seafarers' Log* for a complete list of nominations of officers for the Atlantic & Gulf District, SIU of NA. This list includes all candidates nominated at the regular business meetings of the Branches on October 21 and 28, 1940.

Anti-Picket Law Killed by Oregon Supreme Court

The anti-picketing law, passed by state referendum two years ago, was declared unconstitutional this week by a 5-1 vote of the Oregon Supreme Court.

The Supreme Court decision brings to a conclusion a bitter fight waged by labor in that state since the passage of the law. Reactionary employers and labor-baiters originally sponsored the measure. Immediately after it passed, the A. F. of L., CIO, and railroad brotherhoods joined forces in a vigorous struggle for its nullification.

Court action, with all labor organizations filing similar complaints, began on December 28, 1938. The circuit court declared the law constitutional, in July of that year. In February 1940, labor's briefs were filed with the State Supreme Court. Hearings had been held intermittently since last May. On October 26, the judges of the Supreme Court finally handed down their decision, which cannot be revoked, in the opinion of labor attorneys.

The united efforts of an aroused labor movement have once again beaten back an attempt to deprive workers of their civil liberties. Since such attempts never stop on a local scale, the victory of the Oregon movement is cause for rejoicing among organized labor in the entire country. It is, in effect, a national victory for labor.

Permits Revoked!

The Permit Cards of the following men have been revoked, and they are not to be shipped by any branch:

Edwin E. Medford
Jose Oliver

All Ratings Benefit by Raise; Vessels Going to Orient and Africa Affected by Move

BONUS DOUBLED FOR MEN IN LOWER BRACKETS

On their toes as usual, the officials of the Atlantic & Gulf District of the Seafarers' International Union obtained substantial increases in bonus pay this week for the men who sail to the Orient and to Africa.

Bonuses on the run to the Far East have been increased from the previous rate of 25 per cent to the flat rate of \$1 per day. An important provision requires that this new bonus rate be paid on ships from the day they leave Honolulu to the day they return to that port. Previously bonus pay began only when the vessel crossed 140 degrees East Longitude until they returned to that parallel.

Incorporated in Articles

On the African run the rate was increased from 33 1/3 per cent to the same \$1 per day rate. The S.S. Jean Lafitte left for the Orient and the S.S. Tulsa, for Africa, this week, with articles signed incorporating these provisions.

The new bonus rate of pay benefits particularly the men in the lower ratings, constituting for many among them an increase of nearly 100 per cent. But even the men in the higher ratings stand to gain a raise in bonus pay of no less than 25 per cent.

35 Days More Too

The provision regarding the point at which bonus payment be-

gins and ends is also a great gain for the SIU seamen. With bonus pay commencing at Honolulu and concluding on the return there, seamen will have at least an extra thirty-five (35) days of bonus payments over and above the time paid on the same runs previously.

Same Rate on Aluminum

Aluminum Line ships running from Canada to the West Indies and back also signified their agreement to pay the \$1 per day bonus while vessels are North of 30 degrees North Latitude and East of 66 degrees West Longitude.

The raise in bonus pay is another achievement to be added to the long list of improvements obtained by the SIU during the past year. It is especially noteworthy that the NMU remains entirely stagnant on this issue.

Where's the NMU?

We do not know of a single instance where they have taken up and obtained any action on the matter of bonus increases. If the pressure of our achievement arouses the rank and file seamen and forces the NMU officialdom to follow the lead of the SIU, the membership of the National Maritime Union will once again have the Seafarers' International Union to thank for a hike in wages.

Secretary-Treasurer Gretcher's Remarks to New York Meeting

In speaking on the matter as to just how the new organization will function, I would like to point out to the membership that the Secretary-Treasurer's job in Washington will be to handle the business and the financial and legislative end of the Union; and above all, to be a working Secretary-Treasurer who will always work diligently and constantly strive to better the organization in all ways, especially insofar as the Union's records are concerned. These are of as much importance as the agreements under which the membership works.

Will Be in There Punching
Your Secretary-Treasurer should not be an upholstered swivel chair Secretary-Treasurer. As to what kind of a Secretary-Treasurer I will make, I wish to

let my record speak for itself. Though I may be in Washington, away from the constant watch of the membership, the membership can rest assured that I will be in
(Continued on Page 2)

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ATLANTIC & GULF DISTRICT

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Second Anniversary of the SIU

Two Years of Militant Progress

Two years ago this week, on October 29, 1938, the Seafarers' International Union of North America started operating in the East on a charter granted by vote of the A. F. of L. convention that year to the militant Sailors Union of the Pacific.

Born under the sponsorship of the SUP, the Seafarers' International Union has remained true to its birthmark. From the beginning, its history has been one of progressive struggle in the interests of the seamen who man the ships that ply the Atlantic and the Gulf.

The first year of SIU existence laid the groundwork: a constitution was adopted by coastwise referendum, shipping by rotary system was installed in all the ports. The financial structure of the union was built from the ground up. In all this, democratic procedure was laid down as the rule to be followed. Not a step was taken, not a move was made on which the rank and file did not deliberate and decide.

The second year has seen the consolidation of the first year's gains and the development of the SIU into a power in its own right.

The SIU now has to its credit signed closed-shop agreements with more than fifteen steamship companies.

During the past year it has fought for and obtained \$10 and \$7.50 monthly increases in basic pay from most of the shipowners under contract.

It has raised overtime pay for the vast majority of its membership from 70 cents to 80 cents per hour.

It has obtained increases in bonus pay for the runs to the war zones from 25 per cent to the flat dollar per day.

It has unionized the great P and O Line, after a hard-fought strike and a whirlwind organization campaign.

There you have a record of militancy, action and results that cannot be challenged. There you have hard won gains, not only in struggle with the shipowners, but in constant clashes with the sell-out policies of the NMU officialdom—a double task that many thought insuperable for a young union only getting on its legs. But it has been done. The SIU can look back with modest pride upon two years of achievements.

As the third year of its existence opens, the SIU looks forward to the future with full confidence. Its structure has been streamlined by the amalgamation of the Atlantic and Gulf Districts. A consolidated strike fund over \$30,000 is at hand in the bank to bolster up this confidence. A rank and file united by its exercise of democratic procedure assures smooth sailing ahead. There is every reason to believe that the coming year will mark still further progress on the road before us.

It is a long cry from the past. The stagnant ISU gave rise to the rebellion within its ranks which resulted in the formation of the NMU. The NMU, in the five years of its existence, has seen one turmoil after another in its ranks. Its basic monthly pay is from \$2.50 to \$5 per month lower than ours. Its rate of overtime pay is 10 cents per hour less. In place of the closed shop and rotary hiring, the NMU has left its members at the mercy of the Maritime Commission fink-ing program. The control of the Communist Party machine in its ranks has made the democracy that the rank and file fought for in the old days an empty shell. The policies of its leadership are the same policies of collaboration with and sell-out to the employers against which the seamen originally rebelled in the old ISU. Originating as a movement, full of promise for the seamen in the East, the NMU has degenerated into a dismal deception. But the old spirit of militancy which gave rise to new hopes in the hearts of the men who sail the ships is still alive. It is embodied in the youthful SIU.

Where others present only disillusionment, the Seafarers' International Union holds out the bright light of progress. Its two years of militant struggle, sound achievement and steady growth are a guarantee of still brighter days to come.

Gretcher's Remarks To New York Meeting On Accepting Office

(Continued from Page 1)
there punching all the time.

The District Representative, as I understand it, will function as a general overseer of his respective district; each one collaborating with the other on the matter of agreements and organizational work. They will handle the National Labor Relations Board cases in their respective districts with the assistance of the Secretary-Treasurer in Washington. They will go out and attempt to organize those steamship companies which are as yet unorganized. As you know, there are quite a few new companies starting up with one to four ships, and we must line them up. This will be the District Representatives' job.

With the amalgamating of both Districts we are now in a position to go full speed ahead.

There are three important factors in the building of a good, strong labor organization. They are: first, officials who are trustworthy, honest and workers for the cause and not swivel-chair officials; second, the records of the Union and the system under which the business and financial affairs of the union are handled; third—last but not least—signed agreements calling for the best in wages and working conditions in the industry.

However, these three important factors cannot be accomplished unless the entire membership has the utmost confidence and trust in its officials, unless they are willing to back to a man any and all officials when such backing is needed to get that which the officials have gone out to get for the membership.

You, the membership, have the power to elect your officials annually, and it is the membership's responsibility and duty to use that power. It is up to you to use that power and right and elect officials who will cut the mustard; officials in whom you can place your utmost trust and confidence, in order that the interests of the membership who are at sea may at all times be protected.

Each member must assume a certain amount of his Union's responsibilities. One of these responsibilities is to fully cooperate with the officials of the Union. Another responsibility is that of helping to choose the right kind of officials. By that I mean, when it comes time to vote for officials, each member should vote for the man who he thinks is most capable of filling that particular office and not merely vote for a certain candidate because he likes him personally. A Union will not hold up which has officials who have been elected because of their popularity and not because of their ability to perform.

I sincerely hope that the membership will take a sincere interest in the coming elections for officials and that when it comes time to vote, they will vote wisely and consider each candidate's ability and not his popularity.

The coming year is the year that the Atlantic and Gulf District should branch out and go to town and show the rank and file of the National Maritime Union that the SIU of NA is THE Union for them.

In taking up the duties of Secretary-Treasurer I would like to call upon the membership to bear with me and be patient, considerate and cooperative as there are many obstacles to hurdle in the amalgamating of both districts. It will be a hard job at first, but I am sure I can do the job and

BY-PRODUCTS OF CAMPAIGN:

A Few Left-Handed Shekels to C.P. For Left-Handed Support of Willkie

As all hands know, the Communist Party this year is throwing the support of its machine to the great "proletarian" leader Wendell Willkie. Or don't you know it yet? Are you doubtful because of the fact that Earl Browder is "running" for the presidency? Don't let that bother you. He "ran" the same way in 1936. But in later speeches he himself admitted that the C. P. at that time threw its weight behind the candidacy of F. D. R.—a fact which the Stalinites then denied, but which everyone who can put two and two together could easily verify.

This was done at that time with the slogan "Stop Landon." Now the cry has simply been changed to "Stop Roosevelt."

In this way, the Republican nominee is now being given left-handed support by all the "fellow-travelers" a la Joe Curran, Mike Quill, etc., etc. (Of course, John L. Lewis serves as a convenient pretext for this policy.) What does the C. P. get for this support? Well, first of all, it gets the plaudits of the Kremlin, which this season is "against democratic imperialism" just as it was "against Fascism" in 1936—and to strive for Joe Stalin's favor is, for the Stalinite functionary, knowing what side his bread is buttered on. Then, there are all kinds of little crumbs and tid-bits which the Big Bosses, this time of the Republican Party (and last time, of the Democratic Party), throw the Browders' way now and then.

In this connection, it has been pointed out that the *Daily Worker* last week carried a most peculiar advertisement. It was a full page ad in its October 21 issue, signed by the "National Committee to Uphold Constitutional Government." Now the odd thing about this ad is that, in this very same full-page format, it was carried that same day in the *New York Times*, the *Herald-Tribune* and every other capitalist paper supporting Wendell Willkie and the Republican ticket!

Who is the "National Committee to Uphold Constitutional Government"? It is an off-shoot of the notorious Liberty League which serves as a "non-partisan" citizens' organization agitating against "the third term." Its chief sponsor is Frank Gannett, the well-known anti-union publisher and recent candidate for the Republican presidential nomination.

What is this kind of full-page ad doing in the *Daily Worker*? Well, just put two and two together. It's just a matter of repaying with a few left-handed shekels for left-handed support of the Republican ticket. It pays to advertise!

An Open Letter to NMU Men By Two Who Have Joined SIU

(The following is a letter sent in for publication in the Log by two ex-NMU seamen who have recently joined the Seafarers' International Union of North America.)

BROTHERS:

November 1, 1940

Everyone knows that the rank and file of the NMU is dissatisfied with their leadership. In spite of the stooze letters printed in the *Pilot* and "resolutions" passed, those of us who are observing know the majority do not agree with things as practiced by the NMU.

Look around, any of you who have been members of the NMU since its inception. Outside of the pie-cards, you won't see many old faces. Have you ever wondered where those men have gone? Those that didn't stop going to sea altogether in disgust are members of the SIU. There they are building the union they had hoped for, four years ago. But there is one thing that is preventing it from becoming the union we had hoped for; and that is the sell-out tactics of the NMU and its Commie officials.

Time and again the NMU officialdom have sent crews aboard ships that have been struck by SIU crews for better conditions and wages. Are those the policies of men supposedly running a union to better conditions for working men? If they are, then we believe it is time for you members of the NMU to walk out and leave your officials high and dry. Come in with former members of the NMU and build the one big union in the SIU.

Bring your ships with you. Demand N.L.R.B. elections and come and be union men. Leave your politically ambitious president without a following. Even now he is using the economic power of the NMU in his "Curran-for-Con-

do it right, with the cooperative help of the membership. And when I am finished, I am sure that I can give the membership something that they can well be proud of—a Union that is second to none as regards the system under which business and financial affairs are run and the complete records of the Union kept.

gress" campaign. This — rather than bettering the conditions of the men.

Have you ever stopped to think how many thousands of dollars the "Party" has milked from you with its innumerable defense funds and other "causes"? Stop all this and stop being the perpetual suckers for the "Party" big shots, who aren't giving away a thing—except a disreputable reputation for seamen.

We all know how John L. Lewis has now finally openly gone back on the men he represents. It isn't surprising. His biography makes pretty smelly reading. But now, with his blast favoring Willkie, he is more or less telling us that he is favoring those who are shooting down strikers. And the same applies to Bridges and Curran—they were not too talkative in commenting on Lewis' blast. But they endorse it, and Lewis approves of Willkie, and Willkie adores Girdler, whose anti-labor record stinks on ice.

So, brothers in the NMU, we hope you see the chain that links the Communist Party leaders and the big industrialists in their attempt to regiment and make slaves of the workers of this country. Kick out your treacherous officials and let's have one big union. Let's do it now, while conditions are on the up-grade, so that we can keep them that way.

Fraternally yours,

Eric Sonnicksan,
Ex-NMU No. 252
SIU P. 235Leroy C. Parrish,
Ex-NMU No. 112521
SIU 6401 P.A.

What's Doing—

Around The Ports

TEXAS CITY

October 19, 1940

Editor, Seafarers' Log
Dear Sir and Brother:

At last it happened! Believe it or not, I shipped a real live cowboy—boots, hat and all the chatter. An A.B. at that! If you don't believe it, have all hands on the deck when the next Seatrain from here docks.

Shipping for the week was very good, and a very short shipping list is left.

The Bos'n on the Delalba broke the working rules by not being on the ship at sailing time, so he was replaced here. As I pointed out some time ago, in the same manner, when a man breaks the working rules, the constitution takes care of the fact very definitely. If all members will take the time to read their constitutions, then it is possible that this sort of thing will stop. The members should realize that the few who seem to get all the pleasure out of getting tanked on sailing day are just putting that extra work on their shipmates. So, if their shipmates, instead of covering up for these consistent performers, will enforce the rules, it will teach all hands that the reason for a constitution is to have rules to govern the action of all hands, not as some seem to think, to govern only the members holding office.

Did you ever try to find an O.S. at 3 A.M.? Try it some time. The same guys that beat your ear in the daytime, wanting anything at all, at night look at you from out of one eye and get down that extra inch in the bunk.

There is one thing that is coming up to me every once in a while, and that is members that are giving all hands a bad name by trying to skip over their bills. For a start, I would like to remind a couple of men that are sailing on our ships that they owe money in this district. Phillip Wold, who is on a permit, get in touch with Houston! After all, Parker got the credit for you; there are a few more down here that are pulling the same thing and on account of it, I'm going good for no one.

Taking things by and large, and I mean large, everything is as good as can be expected. So till next week.

Fraternally,
A. W. Armstrong.

October 26, 1940

Editor, Seafarers' Log
Dear Sir and Brother:

Things are still rocking along down here. Eleven men shipped, nine full book men and four permits on the shipping list.

There has been a little of the old bottle tipping going on down here, and we have had to convince a few of the boys that bar-rooms are the place to take on the deckloads, not the union hall. It's a strange thing that these members sure can raise all kinds of hell when the old whiskey starts talking, but they are as quiet as the church mouse when sober.

Watch the Commies break out with a new tune if Joe signs the pact with the Japs! My, my, how the boys do change. The "whirl-

ing dervish" should be their theme song.

As we don't take political action or comment on it, it stops me from predicting that now that Lewis has come out for Willkie, it practically guarantees the continuing in office of the present President.

With "No Coffee Time" as Congressman, maybe the SUP won't have to convince (and we do mean convince) the bilge rats from the prune patch that sailors' work belongs to sailors. We all know that Mushroom has gone down the line. Isn't he now calling for a Congressional investigation to prove that the NMU is as clean as the snow (in Pittsburgh, maybe)?

The Panamanian is still with us out in the roads at Galveston. If the pact is signed in the Far East, do you think the boys will give orders to the membership of the NMU to sail her?

How come, Mr. Editor, that some of the Eastern branches can't send in some news from their ports? Also how come that the members write to little to their paper? They must have a notion that an editor has a crystal ball! I'd suggest that some day you should take the same action as I've noticed in the West Coast Sailor: leave a blank spot in the paper and mark it reserved for such and such a port. Hoping to see all ports writing for our paper.

Steady as she goes,
A. W. Armstrong.

SAVANNAH

October 29, 1940

Editor, Seafarers' Log
Dear Sir and Brother:

Activities in the port of Savannah have slowed down considerably. The other day we had Brother Armstrong's flagship in here, the S.S. Francis Salmon. She brought in a load of sulphur and there was not a beef aboard the whole ship.

Also the S.S. De Soto arrived here yesterday. With the exception of a few clarifications, she had no beefs either. Also informed the membership on this ship that the Waterman Steamship Company agreement was coming up for renewal and that the members on the Waterman ships ought to get busy and send some material into the Mobile office, so the negotiation committee would know what the members aboard the ships really wanted.

Now is the time to do all the squawking, so as to get the different clarifications in the new agreement because it certainly does not do any good to squawk about an agreement after it is signed and ratified.

Inasmuch as we had that sad experience the last time a Waterman agreement was signed, the membership aboard their ships should get busy and send the negotiation committee some material to work on this time, so as to avoid all the headaches later on.

On the City of Atlanta, they finally completed the rebuilding of the firemen's fore-castle, and she is now half-way decent to live in. Also the S.S. Hilton of the Bull Steamship Company is supposed to arrive today.

Steady as she goes.
Charles Waid, Agent.

NEW ORLEANS

October 30, 1940

Editor, Seafarers' Log
Dear Sir and Brother:

Shipping for the past week was pretty good, with a total of 64 men dispatched to various jobs. Shipped 12 permit men to regular jobs.

The S.S. Delorleans came in and topped the S.S. Delbrasil for top honors for being the prize headache of the Mississippi fleet. We shipped around 25 replacements for her, and still she left for Mobile four men short. The Patrolmen were on her all day and half the night getting the overtime straightened out. The rest of the night was spent in scouting around hunting replacements, so she would have a full crew.

The Heinies will soon have another American ship to send to Davy Jones Locker. The S.S. Delalba of the Mississippi Fleet has been sold. The crew was paid off in Mobile on the 28th; three firemen were kept as standby until the ship is turned over to the new owners. She will be turned over some time this week, more than likely to the English.

One of the rumors that has been going on for weeks is taking life. The S.S. Bayou (better known as the S.S. Lake Fairfax) will take her crew pretty soon now. Last week she took a standby fireman to get up steam and was to take a crew later in the week. But when steam was up and the lines tried out, there were quite a few that couldn't stand the pressure and had to be renewed. So she was delayed a few more days. Yesterday she took a Steward. So they should take the rest of the crew this week. I hope she does because the men have been waiting for her for a long time.

The S.S. Tulsa went out of here for India and Africa last week with a pretty good bonus. A flat bonus of a dollar a day from the day of signing on here in New Orleans, until the day of paying off in the first U.S.A. port. If the ship pays off anywhere except New Orleans or Mobile, the crew will be paid first-class transportation and subsistence back to the port of New Orleans. She is expected to pay off in New York.

The S. S. Jean Laffitte left Tampa for the Far East with a flat bonus of a dollar a day from the day she leaves Honolulu until the day she arrives back in Honolulu.

Fraternally yours,
C. J. (Buck) Stephens,
dispatcher.

In Memoriam

James B. Guthrie
Died at Beekman St. Hospital
New York, October 23, 1940

Theodore Miller
Died at Kings County Hospital
Brooklyn, October 24, 1940

Fred Perry
Died in Fall River, Mass.
October 19, 1940

Eric Strand
Died in Marine Hospital
Baltimore, Md., Oct. 31, 1940

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

HEADQUARTERS

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BALTIMORE

News and Views

Idle Ships - Trouble for NMU - Getting Nowhere on M & M - Odds and Ends

October 28, 1940

BALTIMORE, Md. — Shifting schedules on some lines and dry-docking periods in others have caused shipping to ease off slightly during the past two weeks. The total beach list registration in the three departments numbers 205 at present with Dispatcher Hansen's records showing 196 members shipped during the two week period.

Navy work in the local yards has slowed down building and re-conditioning work on Merchant Marine vessels, so nothing much in the way of new ships can be looked for before the end of the year. This excludes Mississippi's DELARGENTINO which should be ready for her crew the second week in November.

Seas Shippings' ROBIN LOCKSLEY and Bull Line's MARINA won't be ready before February 1941.

Idle Ships

Alcoa's WAUKAU, POUGHKEEPSIE, and NEW WINDSOR are still lying idle at a local yard with no sign of activity aboard them.

Bull Line's two new HILTON and the ELIZABETH which re-join the HELEN and CORNELIA on the Florida fruit run for the winter. The same Line's MARY has gone on African charter, while the CAROLYN is expected to come off her Sparrows Point-Cruz Grande ferry charter at the end of this trip.

Trouble for NMU

Despite the fact that they were NMU ships, the sale of the five Baltimore Mail Line ships to the Navy was a loss to the port. Spreading of the SIU gospel had been going on aboard these ships, and it was only a matter of time before they would have switched over. NMU beach lists are fast becoming jammed, up and down the coast, due to the many ships that have been transferred to either the Army or the Navy during the past few months.

Joe Curran's bid for a political job, Paddy Whalen's resignation,

and Mervyn Rathborne's—head of the C. P.-dominated ACA—resignation during the past few weeks is only an indication that the "smart" boys have seen the writing on the wall, and in common with their kind are the first to abandon the scuttled ship.

Getting Nowhere on M & M

NMU is getting nowhere fast on the Merchants and Miners Line. The "help" on the M & M are getting wise to the fact that they've bought a lemon and are trying to get out from under, but are finding out that although you can get into the NMU for a dollar and a quarter and no questions asked, it takes an act of Congress to get out of it.

Watch out for a headline in the Pilot announcing a huge increase in wages of \$1.75 per month for their members on the M.M.T. ships. On second thought, the Pilot will probably keep quiet about the amount of the increase, as they did in the Clyde-Mallory and Lykes cases.

Odds and Ends

The Branch regrets the passing of Brother Millard Roberts at a local hospital during the past week. "Cap" Roberts was one of the best, and he will be missed by his shipmates.

Balloting for officials will start shortly in all the branches. The nomination lists are heavy this year, and a keen race is promised in many of the ports.

The Branch has secured a list of the offices where seamen may register for the draft. Consult your patrolman or the agent for the address of the offices nearest to your ship.

From over Washington way we hear that the Maritime Commission has issued an order calling for steamship companies to report the movements of their vessels.

We heard the NMU being described as a "Trojan Horse" by a speaker the other day. Wonder what part of the horse "No Coffee Time" Joe is?

W. H. Elkins, Agent.

Seafarers' Log Honor Roll

S. S. GOVERNOR JOHN LIND \$9.25
S. S. CATAHULLA 4.30
S. S. SCHICKSHINNY
Deck Department 6.53
Engine Department 5.00

Total \$25.08

COMPLETE LIST OF NOMINATIONS OF OFFICERS FOR THE ATLANTIC & GULF DISTRICT, SIU FOR 1941

Atlantic Distr. Representative

- John Hawk #2212
Teddy Terrington
A. O'Neill #436
Scotty Thompson
Arthur Thompson
P. Gonsorchick
Ginsberg
H. Collins #496
William Elkins
J. Bennett #2713
William McKay
C. Reid
Don Ronan
R. E. Dickey
W. Connor
Olden Banks
F. Shelton
H. J. Schreiner

Gulf District Representative

- C. M. Rogers
M. D. Biggs
R. Dean
R. Wallace
J. M. Walsh #2693
J. Kelley
A. W. Armstrong
H. Collins #496
Olden Banks
Paul Gonsorchick

Boston—Joint Agent

- John Mogan
C. R. Coburn
V. Yakovonis
H. Palmer
C. Solas
Bombadier
J. L. McHenry
S. Bayne
C. Burkman
John Mogan

Boston—Deck Patrolman

- J. L. McHenry
V. Yakovonis
G. Larion
O'Neil
J. Brady
R. Roberts
H. Robins
Bud Ray
R. E. Dickey
W. Campbell
D. Muncaster
Yarcovitch

Boston—Engine Patrolman

- P. O'Connor
F. Allen
C. R. Coburn
A. H. O'Neil
R. Stewart #5111
R. Tyler
R. Clark #1247
L. F. Duetsch
W. McKay
P. Hall
James Sweeney
John Perkins
Daniel Barrett
J. L. McHenry
A. Pulitzer

Boston—Steward Patrolman

- J. Martin
F. Williams
Sullivan
Harry Burke
Paul Gonsorchick
L. Gillis
C. M. Reid
P. Hall
Sam Bayne
J. Arres
F. Hart
A. Daly
S. Greenwich

Providence—Joint Agent

- Nat Newsome
C. Coburn
Edward Lapham
Martin Butler
J. Scott #765
A. E. Thompson
Chas. O'Connor
D. Madison #2617
J. Lapham #247
Wm. Wallace, 5823
Fred Lauritano
E. Edginton #3282
P. Byers #294
B. Hansen

New York—Joint Agent

- Arthur Thompson
J. Scott
J. Kupta
Douglas Muncaster
Paul Gonsorchick
L. Lewis #2029
C. Serrano #1653
Scotty Thompson
Wm. McKay
W. Buckman
H. Collins
J. Hawk
W. Elkins
R. E. Dickey
Hawkins
S. Greenwich

New York—2 Joint Patrolmen

- Joe Scott
W. Lee
C. Serrano
Arthur Thompson
Scotty Thompson
Robert Young
Martin Butler
H. Guinier
Leonard Lewis
J. M. Walsh
Nat Newsome
F. O'Leary #4753
Fred Hart
Chas. Martin
R. C. Neel #5243
A. O'Neil #4453
D. Muncaster #397
L. Mitchell #26
L. Gillis #579
J. Bennett #2713
G. Rodriguez, G-168
S. E. Bayne
L. Duetsch
S. Watson
J. Truesdale
Harold Burke

The following members whose names appear on this nomination list have been officially nominated for the office under which their names appear. These nominations were duly made at the regular business meetings of October 21 and October 28, 1940. Any member whose name appears on this list may accept nomination for any office under which his name appears or, if his name does not appear here, may nominate himself by sending in a letter of nomination and acceptance for a given office before November 15.

Members Accepting for Office Can Accept Nomination for One Office Only

Members accepting nomination must have their letters of acceptance and the necessary proof of qualifications, as required by the Constitution, in the office of Secretary-Treasurer Sydney Gretcher by no later than MIDNIGHT, NOVEMBER 15, 1940. Letters of acceptance postmarked MIDNIGHT (or before), NOVEMBER 15, 1940, will not be officially accepted as per the Constitution. Letters of acceptance postmarked after MIDNIGHT, NOVEMBER 15, 1940, will not be officially accepted as per the Constitution.

Address and register all letters of acceptance to: Sydney Gretcher, Secretary-Treasurer, Atlantic & Gulf District, Seafarers' International Union of North America P. O. Box 6180, Washington, D. C.

REGISTER YOUR LETTER OF ACCEPTANCE TO ENSURE ITS SAFE DELIVERY

Letters of acceptance must specifically state what office you accept nomination for, and must be personally signed and bear your Union book number. Discharges to cover the required three years service on merchant ships (this means, three years of actual sea service thereon), and proof of citizenship, and also proof of other necessary qualifications as required by the Constitution.

It will be noticed that in several instances only the last name appears on this list; this is due to the fact that only the last name was given at the time the nomination was made. Anyone having this last name may accept the nomination.

For Further Information on the Above Please Consult the Local SIU Agent

- J. Gladney
Dock Ritchie
J. Volpin
E. R. Wallace
G. Chalmers
A. Theriot

Baltimore—Joint Agent

- Chas. Martin
William McKay
Alex Ford
R. B. Dickey
P. Gonsorchick
Joe McGhee
Jesse Adler
Marty Nutini
R. Stewart
Th. McKee #2887
Harry Collins
William Elkins
Turner
Bud Ray
McCauley
Fredrick Lundgren
D. Horrell

New York—Deck Patrolman

- William Lee
Arthur Thompson
Jose Reyes
J. M. Walsh
R. Vargas #1824
Joe Scotto
C. Serrano
C. Murphy
W. Mener
J. McMann
L. Mitchell
D. Muncaster
Bud Ray
Neilson
Paul Gonsorchick
Don Ronan
B. Patterson
Red Dooly
C. Douglas

Baltimore—Deck Patrolman

- Thomas McKee
R. E. Dickey
Gordon Larion
R. Vargas #1824
L. Mitchell
C. Malpass
M. Morgan #845
Bud Ray
J. Alvaradez
John Loney
Lloyd Lord
Herbert Moore
T. H. Milstead

New York—Eng. Patrolman

- Arthur O'Neil
Jack Kupta
Leonard Lewis
McIntyre
C. Serrano
R. Deduisin
D. Tyler
E. McKeefery, 50042
L. Duetsch
C. Coburn
D. Barrett
B. Davis
Baldwin
Thompson
Johanson

Baltimore Engine Patrolman

- A. H. O'Neil
Thomas McKee
Leonard Lewis
Jose Valera #1016
Duetsch
H. Palmen #1475
W. Buckman #1994
W. Gourley
Daniel Barrett
Jack Benney
Daniel J. Moran
J. Kupta
A. Thompson

New York—2 Steward Patrolmen

- Paul Gonsorchick
Claude Fisher
H. Guinier
O. Stone
F. Hart
Frank Williams
H. Collins
C. Martin
W. C. Atwood
E. Goulding #4633
J. Hernandez #1099
Sam Layne
W. Evans #1627
Scotty Thompson
Stone
J. Vechio
John Martin
Sam Paine
Larry Mason
E. Sullivan
W. Hamilton
F. Robinson
J. Smith

Baltimore Steward Patrolman

- C. Martin
Fred Usher
Fred Hart
E. Goulding
P. Gonsorchick
N. Robinson #4961
Harry Collins
Frank Williams
J. Merander #2500
L. Gillis #579
J. Vachio
L. Turner
I. Spillman
F. Hazel
A. Nelson
C. C. Douglas

Philadelphia—Joint Agent

- Paul Gonsorchick
E. R. Wallace
J. Harris
Martin Butler
H. Collins
Robert Young
William McKay
J. Flanagan #542
Bud Ray
Buckley

Norfolk—Joint Agent

- Fred Sorenson
Francis Knight
L. M. Crowley
L. Paradeau
J. Guess
J. M. Walsh
R. Stewart
W. Wallace #5823
Fred Lauritano
C. Hodge
L. Mitchell
B. Hansen

Philadelphia Joint Patrolman

- Gordon Larion
D. Deduisin
William McKay
R. C. Coburn
Greenberg
Flanagan
R. C. Clark
W. Buckman #1994
J. Bennett #2713
C. Hodge #3002
H. Goldberg
McAuley
Michael Buckley
Michael McQuire
John Milstead
Flaherty

Norfolk—Joint Patrolman

- Geo. Libby
John Smith
C. R. Coburn
J. Walsh #2693
William Nye
W. Buckman
A. Sampson, 50066
L. F. Duetsch
C. M. Reid
R. E. Dickey
Howard Guinier

San Juan—Joint Agent

- Joe Scott
Daniel Butts
J. M. Walsh
D. Deduisin
C. Serrano
A. H. O'Neil
F. Hart

Savannah—Joint Agent

- E. R. Wallace
Paul Gonsorchick
Chas. Waid
Joe Arras
A. W. Armstrong
Frank Deyo
J. Navare #3340
W. Nye
J. Stevens
J. Parquet
E. McHenry #50042
F. Warner #50001
K. Hartley
A. Bullard
Joe Nunan
Sam Madden
David McCarthy
Warren
E. Cetti
H. Carrier

Jacksonville—Joint Agent

- E. R. Wallace
R. C. Neel
Martin Butler
Scotty Thompson
F. Lauritano
A. Bullard
K. Hartley
C. B. Inman
Anthony Russo
Walter Egleston
A. Moore
S. White

Mobile—Joint Agent

- E. R. Wallace
Scotty Thompson
Olden Banks
A. H. O'Neil
D. Deduisin
Gustave Steinert
P. Gonsorchick
A. W. Armstrong
Vandergrift
J. O'Neil
H. Wilson
P. Hall
J. Shaughnessy
H. Brown
L. Williams
A. G. Bullard
J. Martin
Andrew Smith

Mobile—2 Joint Patrolmen

- Vandergrift
D. Deduisin
E. R. Wallace
J. L. Grimes
Scotty Thompson
C. M. Rogers
O. Banks
C. Edwards
S. Thies
J. Leigh
J. Gunnison

New Orleans—Joint Agent

- E. R. Wallace
Buck Stephens
Robert Burton
J. M. Walsh
Steeley White
Joe Scott
E. Benson #4700
Frank O'Leary
A. Thompson
Thomas Lee
A. W. Armstrong
M. D. Biggs
C. M. Rogers
J. Cullerton
William Elkins
R. E. Dickey
William McKay
Scotty Ross
O. Banks
Fred Lauritano

- F. Widegren
Teddy Terrington
L. E. Wessels
J. L. Grimes
C. J. Stephens
(Buck)
J. H. Volpin
A. S. Johnson
L. Bordannay
Oscar Stevens
R. McDonald
W. Lombard
Mike Lewis
F. Kendrick
J. J. Coe

New Orleans Deck Patrolman

- Vandergrift
Fred Lauritano
D. Deduisin
C. M. Rogers
N. Hyams #6865
J. E. Grimes
H. Johnson, #G-21
F. Donahue
M. Schriber
J. Shaughnessy
W. Johnson #2117
C. Majette
C. Jones
J. W. Williams
A. Orwell
J. Duffield
R. O'Connor
John Pickers
Martin Jensen
E. R. Wallace

New Orleans Eng. Patrolman

- A. H. O'Neil
Thomas McKee
John Kupta
D. Deduisin
Leonard Lewis
E. R. Wallace
T. Donnelly
H. Wilson
Jack Benney
B. Stephens
Lacoste
B. Stepheno
A. W. Armstrong
R. Green
H. Green

New Orleans Steward Patrolman

- Chas. H. Martin
Frank Williams
Paul Gonsorchick
Lester Cintal
Fred Orr
H. Guinier
J. Pierce
L. Gillis #579
J. Spillman
C. Reid
Geo. Rurr
F. Hart
F. Hinds
Macain
Fritz Widegren

Texas City—Joint Agent

- E. R. Wallace
A. W. Armstrong
Gordon Larion
C. Cederholm #892
A. H. O'Neil
Leonard Tir
Joe Lomanski
Chas. O'Connor
Fred Lauritano
Buck Rogers
R. Burton
Bud Ray
Geo. Ernst

Over 1,500 Seamen Register for Draft In New York

NEW YORK.—A total of 1,572 American seamen have registered in this city for selective service (the draft), according to O. C. Frey, official in charge of registering seamen. Several hundred more are expected to be added to the rolls before the first of the year. Many American seamen now on the seven seas are not expected to hit an American port before Christmas.

Register Within Five Days After Hitting Port!

All SIU members are hereby advised once more that seamen who were not ashore to register on October 16 for the draft (Selective Service) are required to do so within five (5) days after reaching the first American port. Those failing to do so are liable to a penalty of anywhere up to five years imprisonment and \$10,000 fine or both.

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Contact the Union hall at the first port you hit for information as to where seamen may register.