

## Amendments to Constitution To Be Voted on by Membership

No "National Emergency":

### Plenty of Skilled Union Seamen On the Beach, Lundeberg Tells Wiley

Replies to Admiral's Telegram Asking  
Cooperation in Fink Program With  
Emphatic NO; Points to Facts

The following is an exchange of telegrams between  
Admiral Wiley, of the U. S. Maritime Commission, and  
Harry Lundeberg, Acting President of the SIU and Sec-  
retary-Treasurer of the SUP. They speak for themselves.

#### ADMIRAL WILEY'S "APPEAL"

G 52 116 Govt., Washington, D. C.  
August 10, 1:21 P.M.

Mr. Harry Lundeberg, Secretary-Treasurer,  
Sailors' Union of the Pacific,  
59 Clay Street, San Francisco, California.

"We are faced with a national emergency. The President and the Congress have recognized this in their defense plans and are now contemplating calling out the National Guard and drafting man power. This emergency seriously affects the merchant marine, which is a vital auxiliary of our armed forces. It is essential at this time that the most skilled men available have employment opportunity in the marine industry. Men trained by the U. S. Maritime Service among other things are expert lifeboatmen and are needed on our ships during this emergency. Will you cooperate in a program that will insure that no discrimination in employment will be practiced against members of the U. S. Maritime Service? Reply by telegram collect."

(Signed) H. A. WILEY,  
Commissioner in Charge of Training.

#### REPLY OF HARRY LUNDEBERG

San Francisco, California,  
August 12, 9 P.M.

H. A. Wiley, Commissioner in Charge of Training,  
U. S. Maritime Commission,  
Washington, D. C.

Re your telegram and statement that a national emergency exists which seriously affects the American Merchant Marine and that at this time the most skilled men available for employment in American ships are needed. Are you aware of the fact that today there are thousands of skilled American seamen who have been certified by the United States Government Steamboat Inspection Service and who are on the beaches in every port in the United States looking for a job due to the fact that the American shipowners, with the approval and consent of the Maritime Commission have been allowed to sell American ships wholesale to foreign owners and thus sell the American Merchant Marine short and put thousands of skilled American seamen on the beach looking for jobs? Certainly you do not expect us to participate in the Un-American practice of helping to discard these men who have sailed for years on American ships. Re your inquiry re discrimination. When and if there is a shortage of skilled American seamen to man American vessels it is, and will be, the policy and practice of the Sailors' Union of the Pacific not to discriminate against anyone. I am.

Respectfully yours,  
HARRY LUNDEBERG.

### Shipping Rules On Page Four

Turn to PAGE 4 of this issue of the LOG for a complete list of the new, uniform OFFICIAL SHIPPING RULES, adopted recently by referendum vote of the membership of the Atlantic and Gulf District, Seafarers International Union.

#### Good News:

### Ocean Dominion Buys Twenty-One New Ships

Twenty-one new ships, some bought from other owners and others under construction, are being added to the fleet of the Ocean Dominion Steamship Company, it was announced this week.

Ten vessels have already been purchased, including the Point Palmas, the Point Chico, the Point Brava, the Point Salinnas and the Point Caleta, freighters formerly operated by Swayne & Hoyt; the Elwyn C. Hale, formerly sailing along the West Coast; and four Hog Island freighters previously owned by the Maritime Commission, the Schodack, the Sarcouxie, the Brush and the Coelleda.

The Ocean Dominion Line has a closed shop agreement with the Seafarers' International Union (A.F. of L.). Its announcement is therefore welcome news to all SIU men. Looks like quite a pick-up in shipping, mates.

### ON GUARD! NRLB ELECTIONS COMING!

Word has reached us that the National Labor Relations Board may soon make a decision to hold elections on the Calmar, Ore and Robin Lines! Some phoney moves are on foot. These lines have been under agreement with the SIU. The overwhelming majority of the men on the ships of these lines is solid with us. A fast move may be pulled off, however, in the hope of catching us unawares, so as to phoney up the works for us on these lines.

On guard! Make all preparations now to back up the SIU on short notice, should elections on the ships of the above lines be called in the near future!

### Intended to Bring Union Regulations In Line With Amalgamation Resolution

Headquarters Branch Orders Amendments  
Posted for Two Weeks, Printed in Log

Amendments to the Constitution of the Atlantic and Gulf District, Seafarers International Union of North America, bringing both Districts under one headquarters in line with the Amalgamation Resolution recently adopted by the general referendum, are to be voted upon by the union membership as soon as all branches have taken action on the motion to this effect, carried at the last New York regular meeting. At the meeting, held on Monday, August 19, the membership voted to post amendments on the bulletin board for two weeks prior to the taking of a vote, and to carry the full list of amendments in the *Seafarers' Log*, official organ of the Seafarers International Union.

The amendments are intended to put the finishing touches on the streamlining of the union provided for in the Amalgamation, as well as to safeguard the democratic procedure under which the union functions, under the new set-up.

#### Specify Duties

The amendments make provisions for the setting up of headquarters at Washington, D. C., with a Secretary-Treasurer who shall also act as legislative representative and for specific regu-

lations which will put amalgamation into effect, such as the duties of the Secretary-Treasurer, of the District Representatives and of Agents under the new set-up.

Committees of Election, the amendments specify, are to be democratically elected at each branch, composed of full standing members from each of the three departments. Departmental representation is to be strictly adhered to on all other committees, all of which are to be elected by the rank and file.

#### Democratic Procedure

Officers in any capacity, according to the amendments, may be suspended at once by regular branch meetings, provided a supreme quorum is present, pending trial on charges preferred against them. If an officer is found guilty, his post is immediately to be declared vacant. Vacancies are to be filled through appointment of the Secretary-Treasurer until a proper election is held.

Urgent situations requiring immediate action between membership meetings are to be handled by Emergency Committees consisting of the District Representative, the officials in the port involved and such members as are available, guaranteeing maximum democratic procedure, even under the most difficult situations.

#### Bona Fide Representation

Only bona fide seamen, with at least three years of sea service are eligible for office, guarding against any possibility of control of seamen's affairs by outsiders. All in all, the amendments are so constructed as to press forward for greater organization effort and consequently further improvement of conditions, as well as to maintain the SIU as a democratic union, run by seamen and for seamen.

(The full list of amendments will appear in the next issue of the *Seafarers' Log*.)

#### NEWS FROM

### Headquarters

(Atlantic District)

Agreements Reopened

S.S. Madison Wins  
Demands

NEW YORK

#### Agreements Reopened

Sec.-Treas. Hawk reported that the Aluminum and Bull Line agreements have been reopened. Suggestions for amendments should be submitted before Sept. 1, 1940.

A final decision in the arbitration case with the Robin Line is to be rendered by August 24, Bro. Hawk declared. The union has been pressing hard for one disputed demand in particular, namely on the bonus for African trips.

Our representatives pointed out that the African coast situation is similar to that of Norway and Italy prior to their entry into the war.

Bonuses to those parts were increased just before they were de-

(Continued on Page 4)

Published by the  
**Seafarers' International Union  
of North America**

Affiliated with the American Federation of Labor

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

**Atlantic District  
HEADQUARTERS**

New York (Phone: Bowling Green 9-3437) ..... 2 Stone Street

**BRANCHES**

Boston ..... 333 Atlantic Avenue  
Providence ..... 465 So. Main Street  
Philadelphia ..... 6 North 6th Street  
Baltimore ..... 14 North Gay Street  
Norfolk ..... 60 Commercial Place  
San Juan, Puerto Rico ..... 8 Covadonga Street

**Gulf District  
HEADQUARTERS**

New Orleans ..... 309 Chartres Street

**BRANCHES**

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

**Great Lakes District  
HEADQUARTERS**

Detroit ..... 1038 Third Street

ADDRESS ALL CORRESPONDENCE CONCERNING THIS PUBLICATION TO:

"THE SEAFARERS' LOG"

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

**Out Of The  
MAILBAG**

**HOUSTON**

August 14, 1940.

Seafarers' Log  
Brothers:

After the hall was closed here last month, this port hasn't attracted much attention. Since there are several members on the beach here at the present time, we don't wish to be forgotten, however.

The Commie blitzkrieg is on in earnest here at present. Several of the members have dared to raise their voices against the boss Commissars in the past few weeks. Result: meat for the NMU goon squad.

So many of the boys have tossed their books in Commissar Merrill's face at the last few meetings, that he and his goons have had to work overtime, taking care of the so-called "disrupters."

\*\*\*

Shipping from this port is very slow at present. And the commies are fighting like hell to get on the so-called outlaw ships. And I don't think it is for organizational purposes either. They are just hungry. From all appearances they are at last getting fed up with the phoney agreements they are forced to work under on their own ships. Or can it be the seven-fifty difference in the wages?

\*\*\*

A couple of us took a ride down to visit the hall in Texas City. The boys there seem to be getting along swell, and shipping out fairly steady. Fishing is very good in the bay there, so what more could you ask for.

Brother Armstrong has quite a job on his hands down there. But he seems to be taking good care of it.

Fraternally,  
John Whitlock, A3107.

**SAVANNAH**

August 13, 1940.

Editor, Seafarers' Log  
Dear Sir and Brother:

Shipping in Savannah has been fair, but nothing to brag about for the past couple of weeks.

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S.S. Evelyn and S.S. Camor were in this week, each taking a couple of replacements. At the present time we have 23 men registered on the three shipping lists.

\*\*\*

The union hall was slightly damaged when a storm hit Savannah Sunday afternoon, and lights and telephone were out of order, but everything has been going along in the usual manner.

Fraternally yours,  
Charles Wald, Agent.

**Show Appreciation in  
Practical Way**

Norfolk, Virginia,  
August 7, 1940

Editor, Seafarers' Log,  
Dear Sir and Brother:

We, the members of the S.S. William C. Atwater of the Fall River Navigation Co. wish to show our appreciation for the good work and cooperation the Log has given us.

We are contributing \$14 so that the work may go on.  
Fraternally yours,  
The Crew,  
per Algert J. Menck

**Laugh of the Week**

**Chowderhead Curran Runs for  
Congress As "Masses" Cheer!**

Yes, we mean it! Joe "No Coffee Time" Curran has reluctantly tossed his hat into the ring, in a far-reaching decision to give the voters of the 15th Congressional District the benefit of his farflung political experience.

**Well Qualified Stooze**

Curran, whose rapid rise from Deck Delegate on the S.S. Scabherded to Chief Stooze of the C. P. "Top Fraction" is a history of the most phenomenal political genius thrown up by the sea, intends to run on the American Labor Party ticket, or at least that section of the ticket graced by the much bedraggled hammer-and-sickle insignia.

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**Why He Needed Coaxing**

As we get the story, Chowderhead played hard to get at first. He obstinately refused to consider the welfare of the swarm of voters breathlessly striving to draft him into office. Having got accustomed to the NMU presidency and being recently promoted to the presidency of the New York CIO "Council," it is said that he regards the Congressional calling as far beneath his dignity. In fact, the recent retraction of the NMU's third term endorsement for Roosevelt was considered by "No Coffee Time" as a sly wink in the direction of his own ambitions. But, it seems, the "comrades" double-crossed him again.

**The Final Push**

Anyway, things have got so bad in the political department of the Communist Party that, no suitable stooges being available there as in the old days, they are forced to dust off a few fellow travelers from the trade union department for this purpose. That's how the draft movement for Curran started, it is alleged. When Joe resisted, it is said, Commissar "Blackie" Meyers—sponsor of the candidacy—put it squarely to him: Either be a popular Congressional candidate or become a very, very unpopular NMU president.

Joe, who has got so he can recite Stalin's latest speech backwards, didn't need much prodding after that. So he yielded to popular demand and decided to run. After all, he figured, it's better to run than to be run out.

**Chowderhead's Program**

Now he's campaigning on a program consisting of the following clean-cut solutions to the problems rocking humanity:

1. Legislation to abolish the frivolous practice of coffee-time aboard merchant marine vessels under the slogan "Coffee is the Curse of the Sailorman."
2. Enactment of the Commie platform into law. The slogan here is "Disorganize the Organized."
3. The institution of a national "Be Kind to Shipowners Week," just to formalize a current Curran practice of daily usage.

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**The People's "Cherco"**

"The ENTIRE American people are most fortunate in having a man like Joseph Curran stand for Congress," a certain Mr. Eugene P. Connolly, alleged, chairman of the New York County Committee of the A.L.P., is quoted as saying in the enlarged edition of the Pile-It, known as the "Daily Worker."

Lest you think that "entire" is a too broad and sweeping word, it is being confidentially spread about that Admiral Land and Frank Taylor are heading an independent "Chowderhead for Congress Committee" all of their own.

As for us, we'll take coffee time, thank you.

**NOTICE**

**PATRICK BODKIN**

Please get in touch with your relative, Joseph F. Cahill, at 1860 S. 56th St., Philadelphia, Pa.

**NMU Plays Shipowners' Game**

After concluding several successful addendums to our agreements with the coastwise companies, negotiations now in progress are hitting up against a snag. When our negotiators put forward the SIU demand for the 10-10, the shipowners' representatives at once confront us with the fact that the NMU phoney has been ready to settle for \$2.50 monthly increases and none at all in overtime pay.

**NMU Acts As Stalking Horse**

That's how they start. Naturally, they don't really think of the NMU seriously in this respect. Furthermore, they know that the SIU controls the men on their ships 100 per cent, and that when we put forward demands we mean business and we back up our demands accordingly.

What they are really up to when they put forward the NMU stalking horse is only slowly becoming evident. It's this: the \$2.50 proposal of Curran and Co. simply serves them as an argument, a "bargaining factor," so to speak, with which to make a drive for their real aim—arbitration!

**What They're Really Up to**

With the NMU offering to settle for \$2.50, the shipowners' propaganda, among the public, for arbitration sounds very "reasonable," particularly to all the federal and state conciliators and mediators who have the weight of the government behind them. If you see arbitration forced upon us, you know whom to thank for it!

The \$2.50 is not only a sell-out of the NMU rank and file—it is a stooze move for the operators dealing with the SIU as well!

**Aye, A Veritable Columbus**

**Great Discoverer of the Obvious!**

The late Arthur Brisbane was often characterized as the "great discoverer of the obvious!" He had nothing on David Lasser, erstwhile president of the Workers Alliance, who after four or five years in office suddenly "discovered" that the Alliance was completely dominated by the Communist Party. Lasser resigned as head of the Workers Alliance in "protest" against such domination. He was a willing captive so long as it suited his purpose. His pose of injured innocence will fool no one familiar with the labor movement.

**Phoney Front Men Used!**

For years, the C. P. has made a practice of using "front men" as the titular head of their various phoney front organizations. These front men are usually the most vociferous advocates of the "Party Line" and are equally as vociferous in denying any connections with the C. P. By parading as "impartial" labor leaders their value as Charlie McCarthies is considerably enhanced. When their usefulness becomes exhausted or when their personal interests are endangered, they rush to the Walling Wall and fill the air with anguished protestations of injured innocence. They thought all the while that they were cast in the role of headman, but when they "suddenly" discover that they have been playing the stooze, they parade their pitiful plight before the altar of public opinion and ask for absolution. How sad!

**Space Reserved for Joe**

The labor movement has often witnessed this performance in the past and will undoubtedly do so in the future. Our "own" Mr. Curran almost staged HIS act some time ago... the Walling Wall will yet resound with Mr. Curran's supplications!

**SEAFARERS' LOG**

**Honor Roll**

J. Cathcart .....	\$ 1.00
S.S. ELLENOR .....	2.10
S.S. JEAN	
Hecker, Sheppard, Hall, Fielding, Newton, Wright, Norwick, Sue, Tarrants; McClure, Smith, Moiefne, O'Berry, Leo-cadio, Diechert, Newsome, Szaryth; Steward, Cook .....	10.50
S.S. WILLIAM C. ATWATER:	
Algert J. Menck, Louis Kocureck, Ray R. Morris, A. F. Scott, Leslie Jackson, Joseph Munes, S. Malasarte, B. Malasart, M. E. Swarthout, Dana Mosse, Angel Loyola, Frank Loureda, Eugenio Lozada, Adolph Capote .....	14.00
S.S. SEATRAN NEW YORK .....	7.19
S.S. CATAHOULA .....	5.40
S.S. CARRABULLA .....	4.50
Ray Tallon .....	1.00
F. A. Jorgensen .....	2.00
G. R. Winchell .....	1.00
V. Walrath .....	1.00
<b>Total .....</b>	<b>\$49.69</b>

What's Doing—

# Around The Ports

## TAMPA

August 10, 1940.

Editor, Seafarers' Log:

Things are coasting along smoothly, a few minor differences coming up when some of these mates start whacking at the overtime. Some of those guys must lie awake nights figuring out ways to beat the men out of a few cents. They don't seem to take notice that the companies have signed agreements, agreeing to pay for such work. Any time the company needs any more economic experts they'll hang a soft collar around their necks and buy them a desk to put their feet on.

Inasmuch as they are nothing more than parasites profiting in conditions and wages by the militant action of the Unlicensed Personnel, they show their appreciation by knifing us in the back every chance they get. Quite a few of these self-elected economic geniuses can't see this usually, because they have their noses so far up the Old Man's keester, all they ever see is a little round brown spot.

The men in the P&O are signing up fast despite every effort of the NMU to hinder the progress of these men and the SIU. The latest is this: some of the super-militant NMU stooges broke into a fellow's locker on the Cuba and stole the SIU pledge cards. Also, they are sending telegrams to the ships telling the men to pay no attention to anything told on showed them other than NMU because it is all hokey.

These NMU monkeys are showing their real colors as I knew they would when the going got tough for them, and the men began to wise up to their crummy tactics.

These "defenders of Moscow" whisper that the SIU does not want men of foreign descent as members and will kick them out once we have the ships. They also are feeding these men a line of crap that when we expose the Commie activities and blast the Commies who control the NMU in the Seafarers' Log, we are blasting the working stiffs on the P&O and other ships who are descendants of foreigners, and especially the Latin race. These are all rank lies as usual, but the Commies are desperate seeing the men come into the SIU and are doing all that is in their power to stop them.

Some of the men on the S.S. Cuba are still riding the fence holding their \$1.25 NMU book and won't sign up with the SIU. They say they "want just a little more time to think it over." They are fixing to get a whole lot of time to do just this, and a bench in the NMU hall to sit on while they do it. They'll have time to do quite a bit of thinking before they ship out on one of those \$1.25 books.

I've never seen men offered more for a little effort as the SIU is offering these men and if they refuse such an offer as this, especially for the line of hog-wash the NMU is offering, they should

polish a bench awhile to teach them to think for themselves.

Shipping has been slow with 15 men shipped. All the ships in fair condition with the exception of the Bull Line Flagship S.S. Clare whose quarters are pretty crummy. However, she is going up in drydock this trip for extensive repairs that will put her up to par.

Steely White, No. 56G.

## TEXAS CITY

August 12, 1940.

Editor, Seafarers' Log  
Dear Sir and Brother:

Shipping has been very good for the last week, with 13 men dispatched to the air-conditioned luxury liners that come wheezing into these ports. Have 12 men on the list.

The Pan Kraft got away at last for the Orient, for which I am sure thankful. It got so bad that at the last, when I left home, morning, noon or night, I'd figure on going to her. Twice last week I had to go down there. A strange situation came up on that scow. The Steward called up for two messboys. An A.B. in the hall had M.M. rating on his papers and wanted the job. As there was no M.M. around here, I shipped him and a trip card man.

Everything was fine till Friday; when I went down there the crew and steward were blowing their corks. Seems the A.B. was too old, he couldn't cut the mustard; the permit man so heavy in the rear, he wouldn't. So, when I got there, all hands jumped me.

After the storm was over, I got the two wipers off the Dorothy, which suited all hands, and shipped a permit man on the noble Bull Line.

As Will Rogers put it, all I know is what I see in the papers. And what I saw in the papers this A.M. was plenty. No coffee Time Joeiski is running for Congress. Yep, progress plus (or should it be puss?) My, my, how the boy's ambition grows! Or do you think he sees the writing on the wall and knows that he has made about all the sells possible in the Maritime field?

Maybe Joe thinks the noble ship owners will back him to aid legislative measures for the good of the seamen, such as the controlled hiring halls that goes with the unemployed insurance.

Just imagine Hammerhead on a committee such as the one on the proposed Compensation Law! At least he would be out in the open, working with his masters, the shipowners!

Maybe it would be a good idea to give him and CIO dictator Lewis some place like Sand Spit, stock it with Bridges and their ilk and turn them loose. Then each could live up strictly to their principles of rule or ruin, and the working Johns would have sense and time to add up the score. And—see that, when the smoke is all cleared away, the organization that is producing on the labor front is the one to belong to, not the one that produces in the bosses' office.

Leave them run loose and the

## NEW ORLEANS

August 12, 1940.

Editor, Seafarers' Log:

Shipping for the past week was good. Deck, 34; Engine, 20; Steward, 22. All to regular jobs.

The DEL VALLE came in, paid off and all hands were laid off. The ship is going in dry dock for repairs and no date has been set for her going back into service. All men will go back to their jobs if she comes out in 15 days.

The CHICKSHINY came in from Honolulu and paid off. Shipped nearly a full crew on her. The crew put in for mattresses, fans, repairs in the crew's quarters, and quite a few more requests. The company agreed to give them everything they asked for, but so far they haven't, so the boys may have to use more effective means of persuasion.

The DEL BRASIL came in after her maiden voyage and brought in the biggest headache on record here in New Orleans. They had such an overtime beef in the Steward Department, the Steward Patrolman had to ride the ship to Mobile to get the overtime straightened out.

Here's something for the NMU to take notice. The DEL BRASIL carries 23 men in the Steward Department, and between them they collected \$1757.70 in overtime for a 48 day trip, plus 3 days pay each for all men who had gotten off the ship and had to wait for their overtime to be settled. That is what a good militant union will get for its members, and shows them their beefs are well taken care of by the Patrolmen.

Buck Stephens, Dispatcher.

same thing will be done here as is done in France today. No more unions at all. Seems to me the comicals a short time ago were all for the European style. What now, little Stalinites? Yours till Curran gets an SIU book.

A. W. Armstrong, No. 136.

## Tampa Agent

# Punctures Lies of NMU Stooge in Southern Port

August 12, 1940.

Editor, Seafarers' Log

Dear Sir and Brother:

I wish to correct some deliberate mis-statements made by Frank Jones, Miami NMU agent as printed in the August 9th issue of the Pile-it on page 13, lest some honest seaman, who reads this Commie-controlled sheet and is not familiar with the P&O case, form a warped version by this crap he printed.

Having taken an active part in the P & O strike from the beginning to the end, I can't see his gain in printing such hog-wash other than to confuse the seamen. Unless it is to play up to Curran and the other big-wig commie stooges into thinking he is doing wonders down in Florida.

### Lie No. 1

In the first paragraph he says: "Activities of beef squads, imported to dump their own members, demoralized the strikers to the point where they led the way back to the ships."

This is an out and out lie. The only beef squading there was, was when a guy off the picket line parted his hair when he walked through our picket line.

### A Distortion

The second paragraph is all crap. Frank Jones fink-herded men on the S.S. Florida before she ever sailed and continued to do so thereafter. As to the Company Union (FSIU) that was formed, the SIU went to work and had it thrown out. Jones says:

"When the SIU made contact with the company relative to an agreement on the company's terms, the company significantly enough completely ignored the FISU."

When the SIU met with the company, the SIU laid down its terms to the company which were drawn up for the men on the ships to see, BUT due to the activities of the NMU stooges, never reached the men on the P & O ships.

### Lie No. 2

Next our little Commie says: "The SIU could have mus-

tered no more than 20 votes in the entire fleet of the P & O ships, including the S.S. Cuba, which sailed with a complete SIU crew."

Another lie. The crew of the Cuba was hired off the dock by company officials the majority being company men from Key West, professional strike breakers, and NMU men, some of whom were kicked off these ships in '37.

### Yes, Compare!

Farther down in this article by our commie historian we read:

"How long will the present crews remain on board if the SIU should take over?" and

"Examine the past record of the SIU and let it answer" and "Compare the organizational program of the NMU with that of the SIU."

Frankie slipped up there. DO COMPARE THESE THINGS and you will find the NMU pie-cards and their programs nothing less than parasites and parasitic moves copying the SIU and thru the power of the SIU, scraping up crumbs the shipowners toss them to stall off the NMU membership. The crews will remain on the P&O ships as long as they wish.

### What Principles?

Jones has the brass to say: "The recent increase in wages gained by the SIU was made by sacrificing basic principles, something upon which the NMU will not compromise." JUST WHAT PRINCIPLES WERE SACRIFICED? NONE WHATSOEVER! The issue is just turned about. What about the overtime for the war bonus, Jonesy?

### Lie No. 3

Our distorting labor faker further continues in his mud-slinging and subterfuges by stating that there are men who have paid as many as four initiation fees into the SIU, and that money paid into the SIU is not in safe hands. This is another stinking lie. No man has paid more than one initiation into the SIU, and the officials of the SIU are bonded as per our constitution.

### Hitting the Pipe?

Our Stalinite concludes by stating the NMU is taking the companies under contract to the SIU. In what ways are you doing this, Frankie? Like you're taking the S.S. Florida? Or in another day-dream of yours? Maybe you've started hitting the pipe. Run along and organize "industrially" and don't be late to get your cut of the shipowners' dough! The SIU will continue getting conditions and wages for the working stiffs as they have in the past, and no lies or propaganda such as you and your breed can put out will keep us from it!

Steely White, No. 56G.

# RESOLUTION

The following Resolution was adopted at a regular New York Headquarters Meeting on Monday, August 12, 1940:

WHEREAS: Since the installation of the new Permit Card system, and since the issuance of the new permit cards, it has been discovered that several former members of the Seafarers' International Union have acquired permit cards, despite the fact that these permit cards are to be issued ONLY to non-members, and

WHEREAS: These former members have wilfully concealed their former membership in the Seafarers' International Union in order to avoid payment of arrears in dues and assessments, and have accepted permit cards with the intent to defraud the Union of the arrears due on their original membership books, and

WHEREAS: The issuance of permit cards to former book members nullifies the purpose for which the permit card system was installed, therefore be it

RESOLVED: That any Permit Card Man found to be a former member of the Seafarers' International Union of North America shall stand automatically suspended without benefit of trial, and shall be denied further membership in the SIU. of N.A., and be it further

RESOLVED: That this resolution appear in four consecutive issues of the SEAFARERS' LOG.

## UNFAIR TO LABOR

### Gantner and Mattern Knitting Mills

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

# OFFICIAL SHIPPING RULES

**NOTE:** The following uniform shipping rules were adopted by the recent Referendum and are effective as of today in ALL Branches of the Atlantic and Gulf District.

All Agents and Members must observe and respect these shipping rules. Infractions of the shipping rules will not be tolerated.

- 1—The Union Hall shall be open from 8. a.m. to 5 p.m. On Saturday, Sunday and Holidays, the hours shall be governed by the port.
- 2—When a member leaves his ship he shall report to the Union Hall and register his name and book number, and in return, he shall be given a shipping card dated the day he registers; a duplicate entry is to be kept by the Dispatcher.
- 3—Any member may make a pier-head jump, providing he does so outside the hours of the Union Hall, and then, only after all efforts to secure a man through the Union Hall have failed. In such cases, Ship's Delegate shall make a detailed account and forward same to the Agent of the port involved. The ship's delegate shall be held responsible if he fails to report as provided herein.
- 4—No member shall be given a shipping card for another member, nor have another member's shipping card stamped. The Dispatcher shall not ship any member presenting another's card, nor shall he honor the card of any member not presenting his own card.
- 5—No shipping card shall be issued to any member prior to his paying off any vessel.
- 6—No member shall be given an open shipping date for any reason.
- 7—All shipping cards must be stamped after the regular meeting. Any member wishing to leave the meeting must ask the permission of

## Seafarers International Union Atlantic and Gulf District

the membership to do so through the Chair. If the membership extends this privilege, the member may leave the meeting and have his shipping card stamped. Dispatcher or doorman shall check men in at meetings until 7:30 p.m. and members coming after that time shall not receive credit for attending the meeting.

- 8—Members more than three months in arrears shall not be given a shipping card. Any member who has a shipping card more than three months old must re-register on the shipping list and take out a new shipping card and date.
- 9—Members of the Seafarers International shall have preference over permit men at all times, regardless of shipping date.
- 10—NO MAN SHALL BE SHIPPED UNDER THE INFLUENCE OF LIQUOR. No man shall report on a ship under the influence of liquor, after shipping from the hall. Offenders shall be brought before a Trial Committee on charges.
- 11—Crews delegate shall see that all vacancies are filled by members of the SIU when available.
- 12—No man shall be dispatched to a job more than 24 hours before turning to. Pay shall start the day required to pass the doctor or report aboard ship.
- 13—Each member shall have the preference of shipping on three ships. If he does not sail on the third ship he shall lose his original shipping card.
- 14—Members who have shipped, and later quit or get fired, and who do not report back to the Dispatcher within three days after shipping, shall lose their original date.
- 15—No member shall be dead-headed from one port to another for the purpose of taking a job on the vessel in another port unless the branch where the jobs are, requests another branch to send men to fill the jobs. In companies with whom the Union has agreements which give the companies the right to hire certain key men, the company may deadhead these men to another port; but they must first report to the Union Hall for an assignment card. When they reach the port to which they were deadheaded, they must first report to the Union Hall in that port before reporting aboard ship in order that they may be given another assignment card from that branch.

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- 16—No shipping card issued in one port shall be honored in another port.
- 17—Each branch shall have the right to establish the shipping hours for calling out jobs. All jobs shall be called out on either the half-hour or the full hour. Jobs, under exceptional circumstances, may be called out at any time after the job comes in, but not before such jobs have been posted on the shipping blackboard first.
- 18—Mail or telephone check-in on shipping cards or for jobs shall not be honored under any circumstances.
- 19—All men must be shipped through the offices of the Seafarers International Union by the official Dispatcher. The Dispatcher shall be required to issue two assignment cards to every man shipped; one to be addressed to the department delegate and the other to the department head.
- 20—Members should attend any Department Meetings that are called. Joint meetings shall be held each Monday night at 7 p.m. Any member missing two consecutive meetings WILL BE TAKEN OFF THE SHIPPING LIST, but will be issued a new shipping card when he applies for it. When Monday falls on a holiday, meeting will be held on Tuesday at 7:00 p.m.
- 21—Only a member of the union for six months or over shall act as ship's delegate. Patrolmen shall see that crew delegate is elected before ship sails from port. Ordinary seamen and wipers shall not be allowed to act as delegates.
- 22—Members upon shipping shall show their qualifications to Dispatcher for the job SHIPPED on. No man shall be shipped who does not qualify.
- 23—Members 50 years old or over shall have preference to watchmen's jobs.
- 24—Members will not be permitted to register on more than one list, but in an emergency, a man may be shipped off his list for a job in other departments, provided he has the proper endorsements on his certificates.
- 25—Men shipped on regular job, whose ship lays up in less than 15 days, shall have their

shipping card restored. When a ship lays up and calls for a crew again within 10 days, the same crew shall have preference for the jobs, providing they registered on the shipping list. The above figures shall be inclusive.

- 26—Shipwrecked members shall have preference of joining the vessel taking the place of the lost one, providing such vessel goes into commission within 15 days.
- 27—When a vessel has been laid up and orders a full crew, all respective ratings shall be shipped from Union Hall.
- 28—Standby jobs shall be shipped in rotation. No man shipping on job will be permitted to take a regular job on the same vessel, but must return to the Union Hall when standby jobs are completed. Only one standby job allowed each member. All members have a chance. Members taking standby jobs must report to our Union Hall within 15 days or lose original shipping number.
- 29—Any man may be promoted on a ship providing he is capable of performing duties required. But he must make

one complete trip before promotion.

- 30—Ordinary seamen, wipers and messmen must not be promoted on board vessel, but must come off and register at next rating before being permitted to sail at next highest rating.
- 31—Members of the Union serving as officials of the Union and leaving office, shall be entitled to have a 30 day shipping card issued them.
- 23—In the event an employed member wants time off, he shall have the ship's delegate call the Union Hall and secure a relief and shall pay the relief himself at the regular overtime rate as per the agreement and no reliefs will be furnished for less than four hour periods. Three days shall be the limit such reliefs are furnished. This shall not apply when replacements are unnecessary.
- 33—In the event that anything happens not specifically covered by these rules, any member has the right to present his case in writing to the Union and have it settled by the membership at a regular meeting.
- 34—Men coming ashore on vacation shall register on bottom of list and ship out in their regular turn.
- 35—SUP members shipping on SIU ships shall be allowed to make one complete round voyage or 30 days.

### HOSPITAL CASES

- 1—When a member has been discharged from any hospital he shall report to the Union Hall where he will be given a dated shipping card.
- 2—When a member who is on the shipping list goes to the hospital he must, upon his discharge, report immediately to the Union Hall where he will receive, upon presentation of proper proof of his hospitalization, his original shipping date providing he has not been in the hospital over thirty days. If the member has been in the hospital over thirty days, he shall be given a new shipping card dated prior to his date of discharge from the hospital.
- 3—Any member who has been in the hospital thirty days or longer shall be given, upon presentation of proper proof of hospitalization, a shipping card dated thirty days prior to his date of discharge from the hospital. Any member who has been in the hospital less than thirty days shall be given a shipping date as of the date he entered the hospital.
- 4—Any member receiving out-patient treatment shall have his shipping card stamped in the regular manner at the regular business meeting.
- 5—Any member who is discharged from any hospital shall have his hospital discharge honored at any Union Hall providing he reports within a period of forty-eight hours from the time of his discharge from the hospital.
- 6—Any member forced to leave his ship on account of illness or injury, who goes to the hospital immediately and is later discharged as fit for duty, shall have the right to go back on the ship upon her first return to the port at which he left, providing there is a vacancy. However, the man shall register on shipping list as soon as he leaves the hospital.

The following clauses shall be operative in the Eastern Steamship Company, the Colonial Navigation Company, the Savannah Line and the New England Steamship Company.

- 1—Any member who is forced to leave his ship on account of having to go to the hospital direct, and is later discharged and proclaimed fit for duty, shall have the right to return to the same ship providing he returns to the ship in the same port where he left the ship to go to the hospital. He must first report to the Union Hall immediately after his discharge from the hospital.
- 2—SHIPS THAT LAY UP—Any member of the crew who desires to go back to the ship that he has laid up when it resumes its regular service, must register with the Dispatcher for that particular ship at the port where the ship was laid up. If any member of the crew lives in another city other than one in which the ship was laid up, they must register with the Dispatcher for the ship that they have laid up. Should any of the crew members who have laid up a ship register on the regular shipping lists, they shall relinquish their right to go back to the ship that they have laid up, when the ship resumes its regular service.
- 3—Members of the Stewards Department who are laid off due to lack of passengers or slack periods shall be allowed to return to their respective jobs when needed; such men shall register and be cleared through the Union Hall.
- 4—On the Savannah Line, coal-burning firemen and coal passers shall be allowed to take a trip off when necessary because of the nature of the work performed but shall register and be cleared through the Union Hall.

### More About NEWS FROM Headquarters (Atlantic District) Madison Wins Demands NEW YORK

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clared combat zones and closed to American ships.  
**S.S. Madison Wins Demands**  
Several beefs developed on the S.S. Madison (Eastern Line) on reaching port here.  
First, the crew were refused lockers as called for by the agreement. Then, the blackgang were not allowed to break watches on Wednesday, although the ship sails Thursday at noon. The Chief claimed he needed three men, but

knocked them off at midnight only to hold them for day work beginning at 8 A.M. next morning.

After a good deal of to and fro, the men finally set a deadline with six hours notice on Wednesday night, for an adjustment. When midnight came and no word had been received from the company, the blackgang hit the dock.

On Thursday morning, all beefs were settled with dispatch. Also, all time after 5 P.M. worked by the blackgang while watches were NOT broken is to be made good to them at the regular overtime rate, Patrolman Thompson reports.

"Tommy" wants to thank the crew for getting particularly good support; they showed an example to be followed by the men on all the other Eastern scows.