

S. S. Algic Struck for War Bonus

SECURITY
IN
UNITY

The Seafarers' Log

BROTHERHOOD
OF THE
SEA

Seafarers' International Union of North America
Official Organ of the Atlantic, Gulf and Great Lakes Seamen

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446

No. 7

SIU WINS WAGE RAISE FOR NMU MEMBERSHIP!

Seafarers

Crew Pickets Algic For War Bonus To So. Africa

**Shipowners Apologize for Insulting SIU
Negotiating Committee - Negotiations
Resumed - Picket Line Going Strong!**

The crew of the SS ALGIC, operated by the Seas Shipping Co., hung the hook on the tub in a dispute over the war bonus to be paid by the company for the run to South Africa. This action was taken when the chairman of the shipowners' committee, Mr. Mullen, objected to the presence of Morris Weisberger, a member of the SIU negotiating committee. Brother Weisberger, Agent for the SUP in the port of New York, is a member of the organization committee of the SIU. The union took the position that it reserved the right to select its own negotiators without any dictation from the shipowners, and negotiations broke down following this high-handed action by the shipowners' committee. Following this, the crew of the ALGIC hit the bricks and established a picket line around the ship. The picket line is being observed by the International Longshoremen's Association who ceased loading the vessel when the picket line was established, also the AFL Teamsters Union.

Shipowners Apologize

Later the same day, the company officials called the Union office and requested that negotiations be resumed. **THE SIU AGREED TO RESUME NEGOTIATIONS AFTER THE SHIPOWNERS HAD APOLOGIZED TO BROTHER WEISBERGER AND THE UNION'S COMMITTEE FOR THEIR INSULTING ATTITUDE.** Our opinion of the reason for the shipowner's objection to the presence of brother Weisberger is that the SUP had already established a TOP bonus rate for the run to South Africa negotiated by Weisberger on other ships in the same run and they knew Weisberger had the goods on them.

Bonus Demand!

The SIU is demanding a one dollar per day bonus from the day the ship leaves the last loading port in the United States until her return to the first United States port. This demand is amply justified by the fact that
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S.S. COMET

S.I.U. Crew Struts It's Stuff!

One of our SIU crews are strutting around like pouted pigeons and are going to be hard to talk to after what happened the other day. The U.S. Steamboat Inspector went aboard the SS COMET of the COLONIAL LINE and after making his inspection had the following comment to make:

A Union that puts out men of the kind I find on the "COMET" should get credit. I have been on many ships, but have not found a better lot of men in every department than I now have before me.

Captain Strickland and his crew, are, in my estimation, as good a set-up as can be found on any ship. And as for service in the Stewards Department, I find it OK and on this trip I have had many of the passengers compliment the Stewards Department for their courteous efficiency.

The SS COMET carries a complement of 65 men, 59 of whom are in the Stewards Department and the Union delegate reports that all are good union men and a credit to the organization.

IN THESE PERILOUS TIMES!

Nothing is safe in these unsettled times as witness the case of Brother Daniel Duffy. The brother, deciding he was as good as Steve Brodie any day, dived gracefully from a second story window in a neighboring hotel and on coming to at the Marine Hospital found that his suitcase and other gear which he had inadvertently left behind in his room at the hotel had been taken to headquarters by the police. However, upon his release from the hospital and application at headquarters for his suitcase, the police informed Brother Dan that some low-life had stolen his suitcase from the police storage room. Brother Duffy is of the opinion that it's getting to be a helluva world when a man can't jump out of a window without having his gear stolen, especially when it's being watched by a couple of hundred cops.

NOTICE

ALL AGENTS AND
MEMBERS!

Under no circumstances is **WILLIAM E. MOSLEY** to be shipped by any official of the SIU. If he is now on a ship he is to be taken off at the first port in the United States. **CONTACT NEW YORK** where his book is being held! This man has pulled a number of phoney moves against the union and must answer to the Union before he can sail on SIU ships.

Record Proves NMU Owes Debt of Gratitude To Seafarers!

**"Honest" Joe Bites the Hand That Helped Him
Get Wage Raise on Coastwise Lines!**

The RECORD of the past few months of negotiations with the Coastwise operators for an increase in wages and overtime proves CONCLUSIVELY that the wage increase of \$5 per month granted the NMU members sailing on the Coastwise ships was due SOLELY and ENTIRELY to the militant action taken by the Seafarers International who WON an increase of from \$7.50 to \$10 per month PLUS 10 cents an hour in the overtime rate, in the face of the contention of the Curran clique that IT COULDN'T BE DONE!

Read the Record!

Don't take our word for it! **READ THE RECORD!** You will find it in the pages of the NMU Pilot and in the official minutes of the NMU over the period from May 1 to July 12. That record PROVES beyond a shadow of a doubt that the NMU "leadership" was PREVENTED from putting across an even worse sell-out, ONLY because the SIU showed BY ACTION that the coastwise operators COULD and WOULD pay an increase if an intelligent RANK AND FILE policy were adopted and followed through. For the benefit of those who have neither the time nor the inclination to wade through the entire record, we give a summary of the events up to date, with DIRECT quotations taken FROM THE RECORD!

Curran Lacks "Proof!"

In the May 3rd issue of the Pilot it was announced that: "The coastwise operators refused to consider ANY wage increase. They have agreed, however, to continue negotiations." Three weeks later, in the Pilot of May 24, the NMU Negotiating Committee listed five reasons why the operators could not afford to pay any increase and why the union couldn't do anything about it. One reason was that: "We (NMU) have not been able to disprove that there is a wide differential between profits of the offshore and coastwise operators." In other words, Curran couldn't PROVE that the operators could afford to pay an increase and lacking such PROOF, he could of-

fer the membership no other policy than "to continue negotiations." On June 17, the SEAFARERS' LOG announced that the SIU had won an increase of \$10 per month, plus 10 cents per hour in overtime, from the RANGE LINES, operating in the coastwise trade. Here was the PROOF that they COULD afford an increase! What more did Curran want?

Curran Gets Proof!

Did Curran and Co. want more PROOF? On June 19, the SIU won an agreement from the SEATRAN LINES, INC. for an increase of \$10, plus 10 cents, and the LOG publicly announced in the issue of June 29 that similar increases had been won from the C & G Lines, Fall River Navigation and Waterman S.S. Co., all operating in the coastwise trade. **WHAT OTHER PROOF DID CURRAN WANT?** Yet, in the Pilot of June 28, the NMU Negotiating Committee of Curran and McKenzie, RECOMMENDED that the NMU membership accept an offer of a \$2.50 increase, WITH NO INCREASE IN OVERTIME! Remember, this \$2.50 offer came AFTER the SIU had already won increases of \$10 and 10 cents from a number of coastwise operators!

A Proven Liar!

CURRAN NOW DENIES THAT HE RECOMMENDED THAT HIS MEMBERSHIP ACCEPT THE \$2.50 INCREASE! In the Pilot of July 12 Curran states: "We informed the operators that we were not making any recommendations that the \$2.50 be accepted and demanded that negotiations continue." CURRAN IS A PROVEN LIAR BY THE RECORD! For in the Pilot of June 28, the official report of the negotiating committee signed by McKenzie
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REVEALS:

**FOUR WATCH
SYSTEM IN
JESUS' TIME**

One of our members, delving deep into the history of the seamen, has unearthed the interesting fact that the four watch system prevailed aboard ships in the early dawn of history, when Jesus walked the earth. The evidence is contained in the Book of Matthew, 15:

"And straightaway Jesus constrained his disciples to get into a ship, and to go before him unto the other side, while he sent the multitudes away."

"And when he had sent the multitudes away, he went up into a mountain apart to pray: and when the evening was come, he was there alone."

"But the ship was now in the midst of the sea, tossed with waves: for the wind was contrary."

"AND IN THE FOURTH WATCH OF THE NIGHT Jesus went unto them, walking on the sea."

We sincerely trust that the American seamen will not be constrained to await the second coming of Christ before getting the four watch system on earth again!

What Ship?

On the bow of a ship a sailor stood and scanned the night as best he could. For he was new and wished to show that he'd soon learn what he didn't know.

One for the starboard three dead, two on the port is what they said. Answer to the helmsman's bell with the bell on the bow that all is well.

Then check the lights and with ample power, holler (lights— are bright sir) each half hour. So staring hard with all his might, it seemed to him he saw a light.

Two for the port without delay, before the light should fade away. It was bigger now, would soon be past, what manner of ship could be so fast?

Then drifting clouds showed to his dismay, by a simple manner he'd been led astray. It was all too evident he'd made a slip, the light he'd seen was not a ship.

The Mate on the bridge espied it soon and learned he too had been fooled by the moon!
S. J. Flaherty, 5211,
330 Atlantic Ave.

DON'T WORRY

Wealthy Hubby—But what will become of all my wealth when I pass on?

Wifey—Just leave everything to me, darling.

**Hawkshaw the Beagle
Unearths Huge Plot!**

(Continued from Column 1)

Whipsaw the Hawkshaw!

In the meantime, the SIU entered into negotiations with the Bull Line, one of the largest coastwise operators, for the ten-and-ten increase. In the midst of these negotiations, the NMU Pilot came out with the announcement that the NMU Negotiating Committee was recommending the acceptance of a \$2.50 per month offer by the coastwise lines under contract to the NMU, with no increase in overtime. In that issue, June 28, 11 days after the LOG had announced the Range Line increase of ten-and-ten, Howard McKenzie, reporting for the NMU Negotiating Committee, stated:

"Your negotiating committee recommends the acceptance of this \$2.50 because it is our opinion we are not in the best position to secure more at this time." And in order to "whipsaw" the membership into accepting it, added: "Furthermore the coastwise operators appeared too willing to face the consequences of whatever action the union might see fit to take in the event the increase is not acceptable."

Not Done With Mirrors!

The Bull Line officials had a copy of this issue of the Pilot with which they confronted the SIU Negotiating Committee. Did they say: "Come on, boys, let's 'whipsaw' Curran and sign up for the ten-and-ten increase!" They did—in a pig's eye! What they did say was: "Where in the hell do you guys get off demanding a ten-and-ten increase, with the NMU committee recommending \$2.50 without any overtime increase!" And it took some battling on the part of the membership to get the Bull Line to up their offer from \$2.50 to \$7.50, plus the 10 cents in overtime.

"They Can't Afford It!"

On July 9, the LOG came out with the announcement of the Bull Line increase. That was enough for Hawkshaw Curran! Nobody was going to discredit HIM by getting a raise for the seamen! A raise that he had said could not be gotten! It was a PLOT, that's what it was—a plot to discredit the NMU Negotiating Committee! Isn't it remarkable to what lengths the shipowners will go to "whipsaw" Curran? But there's one thing they won't get away with while Hawkshaw the Beagle is on the job, and that is to raise the wages and overtime rate when Curran says they can't afford it.

Curran Gets "Whipsawed!"

We have searched several dictionaries of the English language in an attempt to learn the definition of the word "whipsaw" used by Curran in describing what "certain shipowners in conjunction with the SIU" were trying to do to him. To no avail! It must be an expression coined by Curran to convey the fact that he was caught with his pants down.

**Hearings Scheduled
On Manning Scale!**

The Maritime Commission has announced that it will hold hearings on the necessity for changes in the minimum manning scales for vessels receiving an operating-differential subsidy from the government. Hearings for unlicensed personnel will be held in San Francisco on July 16, in New Orleans on July 23, and in New York on July 30. The hearings will be attended by representatives of the SIU and SUP to testify on behalf of the membership of those organizations.

**- - Vote Now - -
On Amalgamation and
Uniform Shipping**

In Memoriam

**CHARLES (PATRICK)
O'KEEFE**

Died at United States Marine Hospital at New York City.

LUCAS ARTURO HAU

Killed on board the S.S. BEATRICE in San Juan, July 10, 1940

IMPORTANT!

Members must be in good standing in order to be eligible for any benefits from the organization. See that you keep paid up! Don't wait until the last minute!

Honor Roll

S. S. Catahoula	.....	\$ 6.96
S. S. Elinore	.....	4.20
S. S. Marjory	.....	2.50
S. S. Massmar	.....	8.30
S. H. Beach	.....	3.00
West Coast Seamen on Beach in Philly	....	5.00
		\$29.96
Total	.....	\$29.96

**Hawkshaw the Beagle
Unearths Huge Plot!**

HAWKSHAW CURRAN has unearthed the most gigantic PLOT of the century! Let Hawkshaw the Beagle tell you about it. It's absolutely hair raising! Commence firing Hawkshaw, we're all a'twitter! Well, here's de dope:

"The coastwise operators had been adamant in refusing to increase their offer (to the NMU) of \$2.50. Under the circumstances, your committee had no choice but to report back to the membership and submit the proposal of a \$2.50 a month wage increase."

"We were not unaware of the possibilities that after we had submitted this increase for a coastwise vote, certain shipowners in conjunction with the SIU would attempt to whipsaw and discredit the Union's Negotiating Committee." (NMU Pilot, June 12, 1940.)

Unearthing the "Conspiracy!"

There you have it! Hawkshaw Curran suspected all the time, according to the above statement, that "certain shipowners in conjunction with the SIU would attempt to whipsaw (!) and discredit the NMU Negotiating Committee." And how was this dastardly deed accomplished? Elementary, my dear Watson! You see, the shipowners "conspired" to discredit Curran and Co. by "giving" the SIU membership from \$5 to \$7.50 more per month than the \$2.50 that Curran "had no choice but to report back to the membership" with a recommendation for its acceptance.

Hawkshaw Does His Stuff!

In order to fully appreciate the brilliance of Hawkshaw's powers of deduction and observation, which contributed in no small measure to the unravelling of the PLOT, it is well to reconstruct the crime for the benefit of our readers. From the 1st of May to the latter part of June the NMU Negotiating Committee impressed upon its membership that the coastwise operators "were in no position to grant an increase." Then on June 17, the Seafarers' LOG came out with the announcement that the SIU had won an increase of \$10 per month plus 10 cents per hour on the overtime rate from the Range Lines. The PLOT was beginning to thicken!

So He Won't Talk!

On the 19th day of June, the SIU signed an addendum to the agreement with the Seatrain Lines, Inc., providing for the \$10 and 10-cent increase, retroactive to May 1st. In the intervening period, similar agreements were signed with the C & G Lines, Waterman, and Fall River Navigation Co. During this period, Hawkshaw the Beagle was apparently gathering his evidence that a plot was being hatched, to "whipsaw and discredit the NMU Negotiating Committee." But he wasn't saying anything about it—yet! Not Hawkshaw! He doesn't talk until it's in the bag!

(Continued on Column 4)

What's Doing—

Around The Ports

TEXAS CITY

Editor Seafarers Log:

The Texas region is booming; more jobs, seemingly more ships all the time. Since the hall was put in here I believe that a check back will prove that there is a bigger turnover than there has been here for some time. This business of getting men is a real problem! Was forced to sail a ship minus a second cook, tried all the regular spots, bar rooms, flop houses, etc., etc., no smoke. The only reason that I bring this up is because a lot of the men that pay off a ship here head for the timber. Now some of course have reasons to do so, but the majority of the members are going to ship right out anyway so for Pete's sake stick around the port you pay off in, (unless of course you pay off some place else and come down here, that's O.K.)

A.B.s? I've turned every stump and cactus in the state over looking for them... in the wind-up of course, disgruntled NMU-ers who have a belly full of the top fraction's policies, are pleased to get a permit, and I'm sure that with this system we would be able to very effectively eliminate the Stalinites.

Tush, tush, the seagull on the stringer was telling me that the Range Line is on another economy drive. For instance, the buying price of coffee is lowered from two-bits to sixteen cents, what mud that will be! Three cases of milk for a twenty day period. As this is the Philadelphia navy I refered this to Bro. Collins and believe that I'm safe in saying this will be nipped in the bud before it gathers any momentum. After all, we pay tax on \$36.00 a month for chow and flop which sure entitles a man to the SIU standard, of course from what I've seen of some NMU ships \$5.00 would overpay the sleeping end of it.

I notice here lately that a lot of the members are taking advantage of the fact that shipping is very good and performing seems to be on the upbeat. Remember on this that the same thing applied 12 to 15 years ago, also remember the period just before the '34 strike. We can at present make and maintain conditions; the only way possible for us to continue this is for each and every member to remember that just because you didn't happen to sign the agreement under which you are working it is just as binding on you as a member as if you had put your John Henry on it. The old timers that know that fight needed to get these conditions should need no reminder and the young bucks just starting to sea, who never worked field days, etc., should spend a few hours reading the working rules and the Constitution. This is a serious subject, so think it over and don't bring your organization into ill-repute just because shipping is good and you figure, what the hell, I can't be fired, there's no replacements!

The best argument I've seen yet regards the carrying of a Bos'n on these small coastwise ships, is the Plover City. She is actually starting to shine since the Serang has been added to the crew. Don't believe it? Look her over when you see her next.

Talk about cutting corners, in

the Seatrain agreement it definitely states, it will not be the general practise to hold fire and lief boat drills on Sundays, Saturday afternoon and holidays. Plain eh? Well on the Texas they hold the drill on a week day going North and on Sunday coming South. Talk about sailing into the wind, I think this takes the cake.

Editor, Seafarers Log:

Well, well, well like hell it is! I start the week with four A.B.s and what happens? They all ship out on me and now I'm right back where I started from. Shipping is picking up right along here and pretty soon at the rate that we are going we will be shipping more men than New York not to mention these other small ports!

It seems that some of the members that are sailing this coast take a long time to learn simple things. The S.S. Tulsa came out of New Orleans and there were two men that missed the ship at the last minute. One of these, an A. B., had the agent advance him the money to catch the ship in Houston and he was very surprised to find a man in his place when he got to the ship. For the benefit of the members up and down the coast I wish you would print the following excerpt from the Constitution:

Article XX.—Offense and Punishment.

Section 7. Any member found guilty of violating the working rules shall forfeit his job. Any member found guilty of violating the shipping rules shall forfeit his shipping card and shall not have another issued prior to the expiration of thirty (30) days.

If the members will take time to read this and think it over for a while, it will eliminate a lot of unnecessary beefs.

One other thing—in Houston yesterday, I went there to make a ship that was due in and found that a few men were hustling the docks for their own jobs, so all members, take note that in the Texas district the Hall is in Texas City, Phone 722, the mailing address is P. O. 152. And if any men come around trying to get a job, give them one swimming or foot exercise.

Der Tag (I don't know the Russian) has come and gone, remember, June the 18th, when the great power had a tentative meeting with the coastwise shipowners for the raise, on the coastal ships. I think I have the answer to the problem though! The shipowners are so afraid of Curran's power that they just won't take a chance of getting into the same office with him (of course, this only happens when the men on the ships want some little thing like the ten and ten; other times they must have their messenger boy) for fear this power of which he rants might get away from him. This power might and should get away. The simplest way to do this is for the honest seamen in the NMU to get wise to themselves. After all, these are the men with the power. The sooner the seamen realize this and get in the organization that uses this power for the members' benefit instead of against their benefit, the sooner will we do away with this Commy style of seamen fight seamen. There is still plenty of fight left in the old shipowner and as

JACKSONVILLE, FLA.

Dear sir and brothers:

There were several Bull Line ships in this week, and only one of them voted to accept the 7.50 and 10 cents an hour increase. Both of these ships held meetings aboard them, and they will either be accepted or rejected in Monday night's meeting in this branch.

Some of the members aboard these ships are taking quite a little interest and voting the amalgamation and revised shipping rules ballot. Each and every member of the S.I.U. must vote on any issue that the Union may bring up from time to time. This way, we have a Union run by seamen, for seamen, and not by a few top officials.

Shipping wasn't so hot this week, with only four members being dispatched to various ships. There are 16 members on the three shipping lists at the present time.

Respectfully submitted,
Fred Lauritano

NEW ORLEANS

Editor: The Seafarers' Log,

Shipping for the past week was good, especially on deck.

Minor beefs on several ships were taken care of in the usual manner.

The S.S. William Salman came in to rate as the biggest headache of the week. She had her usual overtime beefs but it was well taken care of. She shipped nearly a new Black Gang and several on deck.

The Carolyn came in with a chief cook who had pulled a knife on one of the sailors. He was treated like his type are usually with a new Chief Cook.

Buck Stephens

SAVANNAH

Seafarers' Log,
New York, N. Y.

Dear Sir and Brother:

Considering the number of ships coming into this port now, shipping has been fair the past couple of weeks. Besides the regular Savannah Line ships, we have had the S.S. DE SOTO, STEEL AGE, Beatrice and Tug Sampson, of the Eastern Transportation Co. in recently, each calling for a couple of replacements.

Voting on the amalgamation and uniform shipping rules was started here last meeting. Crews on all ships coming in are instructed to come up and vote as soon as possible.

Faternally yours,
Charles Waid, Agent.

he is our natural opponent, the sooner stooging for the Moscovites goes out of style the sooner we shall present a solid front against all the phoney moves the operators are pulling out of their hats.

Steady as she goes!
A. W. Armstrong

- - Vote Now - -
On Amalgamation and
Uniform Shipping

Record Proves NMU Owes Debt of Gratitude

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states: "Your negotiating committee recommend the acceptance of this \$2.50, because it is our opinion we are not in the best position to secure more at this time." Further, the SAME recommendation was made to the NMU membership meeting on June 27 and what is more, THE RECOMMENDATION OF THE NEGOTIATING COMMITTEE, COMPOSED OF CURRAN AND MCKENZIE, WAS ACCEPTED BY THE MEMBERSHIP! (Minutes of NMU membership meeting of June 27, New York.)

Have No Program

In the minutes of the June 27 meeting, McKenzie, reporting for the negotiating committee, amplifies the recommendation with the following statement: "Your committee took the position that unless officials of the Union could come before the membership and give them some guarantee that they could get more, the best that we could do, to be honest with the membership, if we could recommend a program at this time which we felt would get more, was to put it up to them fairly and squarely and if can't see any way out, TO TELL THEM THAT THE \$2.50 BE ACCEPTED." (Applause.) What the "applause" was for is hard to figure out, unless it was for McKenzie's "honesty" in informing the membership that they had no "program at this time which we felt would get more," and that "we can't see any way out," except to accept the recommendation of the committee to accept the \$2.50.

Pie in the Sky

More proof that Curran is a liar when he states that they did not recommend an acceptance of the \$2.50? We risk boring our readers by quoting a lengthy section of the speech made by Curran at the June 27 membership meeting, but it illustrates the method in consistent use by the "great leader" to discourage effective action on the part of the rank and file and put across the old sell-out.

Curran: (NMU Minutes, June 27) "The membership should think very carefully and very seriously when there's an offer of a gain. Not much of a gain, it is true, but it's a gain and not a loss. That fact should be taken into consideration, that there are more days coming, there are probably (probably!) better days coming, and we may (may!) have a stronger organization and then be able to get more gains."

(That's the old "pie in the sky" line—don't get impatient, boys, you will get your reward in heaven! Better days are coming—prosperity is just around the corner! Be patient! It'll all come out in the wash!)

Good Old "Proverb!"

Curran continues: "And I repeat the old proverb, that you have to learn to crawl (just like a louse, eh Joe!) before you can run or walk. You have to take a little bit at a time in order to get more as you go along."

(Proverb Joe should have made it plain that "learning to crawl" doesn't necessarily mean to emulate the louse and do your crawling on the body of another in order to eke out a parasitical existence by sucking the blood of your benefactor.)

Why the Denial?

"A strike at this time may be the means of sacrificing the gains that we have made... In the tanker strike the men on the freighters and passenger ships took the position that

why should we picket gas stations, why should we picket anything, we're not on the tankers, we're on the freighters and passenger ships. AND YOU MIGHT RUN UP AGAINST THAT SITUATION AGAIN TODAY.

"Because the Negotiating Committee took all these facts into consideration, they come in on this floor and tell you and recommend that you accept the \$2.50 increase..."

Father Confessor

Curran's speeches, like the one quoted above, reek of the paternal attitude of a "Father Confessor" talking to his flock. It's like getting a pat on the back from someone who is just looking for a good place to stick a knife. The central theme is, you've got to take what you can get—and wait! For what? For the "probable better days" that are to come—MAYBE! And all this passes as "trade union policy!"

A Few Crumbs

If the above quotations were the expressed attitude of the ENTIRE NMU leadership, how was it possible for the membership to get the five dollar raise—which they were told they couldn't get? On July 9, (remember the date), the LOG came out with the announcement that in spite of the fact that the NMU Negotiating Committee were recommending a \$2.50 sell-out, the SIU had succeeded in upping the offer of the Bull Line from their original \$2.50 with no increase in overtime to \$7.50 per month, PLUS 10 cents per hour overtime. Curran and Co. were in a panic! On the basis of their recommendation, the NMU membership had ACCEPTED the \$2.50 increase with no overtime raise. Unless they could get a few more crumbs from the shipowners, as an additional sop to their membership, it would be difficult to keep the members in line.

A Plain Gift!

In the July 12 issue of the Pilot, we are told that: "The NMU Negotiating Committee on July 10 succeeded in boosting the wage increase offer of the coastwise operators from \$2.50 to \$5." That is, ONE DAY after the appearance of the Seafarers' LOG, the shipowners kicked in with an additional \$2.50 AFTER the first \$2.50 HAD ALREADY BEEN ACCEPTED! It's as plain as the nose on Curran's face that the shipowners were investing in a little insurance to prevent the men that sail their ships from demanding top union wages. At the same time, it was a face-saving device for Curran and Co. to enable them to keep their membership in line.

More "Proof!"

A number of questions arise which have not yet been answered. After repeating the story over and over again for the past two months that the "NMU could not PROVE" that the coastwise operators were able to pay an increase, WHAT PROOF did Curran suddenly discover to justify the increase of five dollars? He doesn't say! In fact, the ONLY PROOF that existed then, as now, WAS THE FACT THAT THE SIU HAD FORCED INCREASES FROM THE COASTWISE OPERATORS! That proof kept piling up with each additional victory of the SIU so that Curran could no longer pretend not to see it! And if he had one ounce of HONESTY in his entire makeup, he would be compelled to admit that it was the ACTION of the SIU which won for the NMU membership on the coastwise

(Continued on page 4)

POLICY REGARDING THE TAKING IN OF NEW MEMBERS AND THE ISSUANCE OF PERMIT CARDS AND THE SYSTEM OF HANDLING SAME

The Union shall determine from time to time on a monthly basis the number of different rated men to be taken into the Union.

No new members shall be taken into the S.I.U. of N.A., Atlantic District, without first having been issued Permit Cards and who, with such Permit Cards, have performed and met the requirements listed thereon under "rules governing Permit men."

Men who are employed on ships considered unorganized or not already under the immediate jurisdiction of the S.I.U. of N.A. may be taken into the Union directly without having to go thru the Union's permit system providing that, at the time of their joining, they agree to stay on the same ship or sail on any other ship in such companies for organizational and representative purposes.

Men who have been issued Permit Cards and have performed and met the requirements listed thereon under "Rules governing Permit men" and have duly filed application for membership, the acceptance of their application shall be governed according to the Union's decision as to the number of new members to be taken into the Union each month.

All applications and applicants for membership are to be subject to an investigation by a committee as per the Union's constitution. (This means that all future new members will be thoroughly investigated before they are allowed to join the Union and that they will be joined directly thru the Union's offices and not thru the Patrolmen on the beat).

Permit Cards are to be issued ONLY to non-members being shipped to fill jobs because no book members or Permit Card men are available to fill such jobs. They are to be issued Permit Cards at the time they are dispatched to the job and at no other time.

PERMIT CARDS ARE TO BE ISSUED TO NO OTHER PERSONS—NO PERSON SHALL BE ISSUED MORE THAN ONE PERMIT CARD—THEY SHALL BE REQUIRED TO RETAIN AND USE THE ONE PERMIT CARD ISSUED THEM.

Permit Cards are to be issued under the local S.I.U. Agent's signature only. Agents will be held responsible for all Permit Cards issued thru his Branch. Agents are to make sure that Permit Cards are issued to only those who are worthy of such, and that they are only issued to men needed to fill jobs because no book members or Permit Card men are available to fill the jobs; and that they are only issued at the time such persons are dispatched to the jobs.

Permit Card men shall be required to pay only regular monthly dues on their Permit Cards; such dues to be paid from the date of the Permit Card's issuance until such time as they become regular book members. They shall be required to keep their dues in good standing at all times.

Permit Card men who are shipped to jobs are to be allowed to make at least one complete round trip but after such round trip is completed, they may be required to relinquish their jobs, upon demand of any book member desiring such job. Such demand shall be made thru the Union's offices, and the dispatching of such jobs shall be done in accordance to the regular system of dispatching book member to jobs.

On coastwise ships, Permit Card men shall be allowed to remain at least 30 days on the job before being required to relinquish their jobs to book members.

Men who are neither book members or Permit Card men who are shipped in out ports where the Union does not maintain a Branch in the near vicinity because neither a book member or Permit Card man is available, such men shipped shall be required to take out a Permit Card in the first port the ship touches where the Union maintains a Branch. All ships' delegates are to try to ship a book member or a Permit Card man to these jobs if possible and they shall be required, in these cases, to file a report on same with the Union's Patrolman who boards the ship at the first port where the Union maintains a Branch. These men shall be required to report to the Union Hall in person to secure their Permit Card.

Any man shipped to a job who is already a member of an organization affiliated with the Seafarers International Union of North America shall not be required to take out a Permit Card. He shall be allowed to sail on his affiliated organization membership book as per the shipping rules.

All Patrolmen shall be required to file with their respective Agent the names and ratings of all Permit Card men completing round trips thru the ship's arrival in that particular port.

Ships' delegates shall be required to list the names and ratings of all Permit Card men on board and such list shall be turned over to the Union Patrolman for his inspection upon the ship's arrival in port.

Men who have been issued Shipping Permits prior to the invocation of the new Permit Cards shall be required to exchange their Shipping Permits for the new Permit Cards. Permit Cards issued them in lieu of their Shipping Permits shall be dated as of the date the Shipping Permit was issued and they shall be required to pay monthly dues from that day on.

Permit shipping lists shall be kept in all Branches in the same manner as the regular shipping list in order that Permit Card men may register for jobs.

Permit Card men shall have preference for jobs when no book members are available for such jobs, and they shall be dispatched to these jobs from the Permit Shipping List in the same manner as book members are dispatched from the regular shipping list.

When no Permit Card man is available for a job then the local Agent shall dispatch an outside man to the job and issue him a regulation Permit Card. A) Agents are to make sure that such men are of the right sort and who are desirous and capable of becoming good members.

MORE ABOUT:

Record Proves NMU Owes Debt

(Continued from Page 3)
ships, whatever wage increase they received. Our only regret is that the men in the NMU who sail the ships failed to get the TOP wages AND overtime in crease established by the SIU.

"Honest Joe!"

Far from being honest, Curran throws sand in the eyes of his membership by trying to make them believe that they too could have gotten as large an increase as the SIU by sacrificing certain overtime provisions! It won't work, Joe! Here is what he says: (NMU Pilot, July 12.)

"The operators jumped at the opportunity to continue negotiations to consider additional wage increases on the NMU ships, provided, however, that your committee would give some consideration to giving up certain overtime concessions in our contracts which are not included in the agreements of the phoney SIU. In fact, they even intimated that we might secure a much larger wage increase, provided we would consider dropping certain overtime clauses a la SIU."

"Overtime Clauses!"

That's the alibi for recommending the acceptance of a LOWER increase and NO increase in overtime to the membership. WHAT concessions did the shipowners ask for in exchange for TOP wages? WHAT "overtime clauses" were they asked to drop from their agreement "a la SIU?" Curran's mouth is full of water—he cannot speak, because if he did, he would convict himself as a bold-face LIAR! You can search the record from stem to stern—from May 1st down to July 12, and NOWHERE—we repeat—NOWHERE will you find one single solitary word of intimation from Curran or anyone else that the shipowners had offered the NMU an increase in exchange for overtime concessions!

Just A Gag

Curran needed an "explanation" for his sell-out, and he hit on the "overtime concessions" gag! The fact of the matter is that the SIU has established working conditions, INCLUDING OVERTIME CLAUSES, in our agreements so far superior to ANYTHING the NMU has that the "alibi" would be laughable if it were not so tragic. So splendid are Curran's "overtime clauses" that the Isthmian S.S. Co., one of the worst anti-union, open-shop outfits in the country, have adopted the NMU working rules on their ships—together with the NMU wage scale!

The Facts!

The FACTS stand out like a sore thumb! When the SUP established a new TOP wage and overtime for the seamen, the NMU leaders rode on the backs of the SUP and were GIVEN an increase of \$10 per month in some of their off-shore ships WITH NO INCREASE IN OVERTIME! Like parasites who live on a stronger body they sucked some blood into their own veins, at the same time weakening the body upon which they feed. When the SIU fought and succeeded in establishing TOP wages and conditions in the coastwise trade, once again the parasites fastened themselves on the body of men carrying on the struggle and filled their veins by sucking our blood and weakening our fight. In

BALTIMORE

News - And Views

BALTIMORE, Md., July 8, 1940.

Shipping slowed down somewhat during the past week with the Beach Lists showing .70 shipped, 93 registered, and a total of 197 Brothers registered in all three departments. SUP and CTU shipping is likewise slower than usual, with no great pick-up expected until the ships shut off from the Mediterranean runs are shuffled into other services. Jammed shipyards prevent the reconditioning of most of the ships coming up from the tied-up fleets in the James River, but once this work really gets going, there are prospects of the Branch having to crew up at least one ship a week.

New Freighters

Down at Sparrows Point, the first of the six new fast freighters being built for the Robin Line is about due for launching, while over at the fitting-up dock the DELORLEANS is beginning to look like she might be ready for her trials by the end of this month, invoking the Neutrality Act to apply to Mediterranean waters is proving especially hard on the tanker fleets, and there is a steady stream of the tied-up anchorage at Solomon's Island. The MC has accepted the bid of the Bull Line for the MONROE and BARREADO and a new C-1 cargo ship now building in a Philadelphia yard. We have no report on when the two old-timers bought by the Bull Line will be ready for service.

Commie Blitzkrieg

Activity on the part of the Commies to force Government intervention or Government control over all maritime workers is growing in all ports. As usual, the beginning of the Commie Blitzkrieg is centered against the radio operators whom, generally being considered key-men, ordinarily feel the effects of any Commie drive or change in the Party Line before it is felt in the other Maritime Unions. The strategy of the Party leaders in this particular case is much the same as that followed in their attempts to disrupt or nullify the work of other groups or organizations such as the National Youth Congress, which has been brought into such disrepute in the eyes of the general public.

Danger Involved

The Commies, therefore, by having their stooges violate agreements, and in general delay or disrupt the services of well known ships such as the MONTEREY case, cause the public and the Government to cast suspicious eyes on the radio operators and suspect them of being in league with the "Fifth Column." The next step is self evident. Shipboard communications are too important in time of

each case, and it is inevitable that it be so, the parasitic organism does not attain the stature of the body upon which it feeds. In each case, the strength of the body is drained to keep the parasites alive!

"Learn to Crawl!"

Unless the vermin who have attached themselves to the body of the American seamen are shaken off, they will be destroyed! "Learn to crawl," says Curran! Rid yourself of the crawlers, say we, so that with undiminished strength, we can march forward to greater gains with TOP wages and conditions for all!

emergency to take any chances on and either the Navy or Coastguard will step in and take over in that particular department. We have it on good authority that at the time of the MONTEREY incident when the company asked the Navy to supply them with radio operators, the request was turned down with the statement that the Navy could not take over in the Radio Room unless they took over ALL THE MERCHANT MARINE.

Balloting On!

Balloting on the regulations drawn up at the Agents' Conference is being conducted here daily at noon and on meeting nights. The Bull Line's offer to the negotiating committee is being taken to the membership on these ships and voting is now in progress. The Branch has received a supply of the new Permit Cards, but due to the slowdown in shipping the issuing of these cards has been stopped. Last Friday saw 17 SIU and four SUP ships in port. In line with this, members should remember that it is an impossibility some days for the patrolmen to make every arrival. Ships with a short stay in port are usually made first and those with longer stays or in dry-dock left until later.

Fraternally,

W. H. Elkins.

MORE ABOUT:

Crew Pickets For War Bonus

(Continued from Page 1)
the Germany Navy has recently announced that the South African coast had been heavily mined. Also, the freight rates on the South African run have been increased FOR THE SECOND TIME on July 13, 1940. If the company feels that it is justified in asking higher freight rates for the additional risk, we see no reason why the crew should not be compensated for risking life and limb—which is more important to them than are the profits of the shipowners.

Negotiations Continue

Negotiations continued until late Wednesday night. The company insisted that the picket line be taken off before continuing negotiations but the Union said no soap to that one! Once the line was off we know what would happen. The line stays on until the beef is settled. Then the company wanted the ship to sail and to submit the dispute to an "impartial" arbitrator. The Union turned that one down too, and countered by proposing that a conciliator from the Department of Labor be requested to participate in the negotiations but the company refused to accept the Union's proposal.

Picket Line On!

At the time of going to press, the picket line is still going strong. The Union is also keeping a weather eye open for a possible repetition of the finky action of the commissars in the NMU because we still remember when we hung up the SS ROBIN ADAIR last fall for a war bonus, the NMU shipped a gang of finke aboard and sailed the ship without a bonus. The ALGIC and the ROBIN ADAIR are operated by the same company.