

OPEN SHOP MOVE BLOCKED

Curran Bans Action By Rank & File

**Notifies Members Not To
Use Direct Action To
Keep Up Standards.**

MEN OPENLY DEFIANT

New York — Joe Curran this week sent a circular letter to NMU members, warning them not to engage in strikes or other job action. It is claimed that "certain elements are making a definite maneuver to cause the breaking of contracts between the NMU and operators." The letter also asserts that ample means for settling grievances without strikes is provided in NMU agreements.

Clearly indicating that in the future NMU crews will be required to take what chiseling shipowners choose to dish out, Curran's statement is exactly in line with the Comby policy of regimenting maritime workers.

NMU members along Manhattan's West-Side claim the letter was sent out merely for public consumption. Others openly declare they will undertake job action whenever a case calls for it, whether Joe likes it or not. The men charge that only in a few instances NMU patrolmen have been able to settle disputes in anywhere near satisfactory manner.

Longshoremen's Wages Are Cut By Government

**Consequences of Outside
Control Seen in
Reduction.**

ANTWERP (ITF)—In view of the cost of living index number having dropped, the wages of Antwerp longshoremen have been reduced. As from the first of the year, wages in the day shift have been reduced by two francs, in the night shift by three francs. The rate for work on Sundays and holidays has been reduced 3.50 francs.

SIU Members Replace NMU Standby Men

New Orleans, La.—The "Ormes," an old Moormac tub, has been purchased by the Alaska Transportation Company, for service on the West Coast. Company representatives, being strangers, contacted the NMU for twenty-one men to work stand-by at \$6.40 per day. Upon hearing this, SIU delegates advised the company agent that there were agreements between SIU affiliates and the company. The work was then turned over to members of our Union.

It is expected there will be more of this work because it is rumored another of Moormac's ships will be sold West.

SOVIET SLAVE TO DIE FOR BEATING UP BOSS

The first death sentence under new Soviet decrees aimed at "lazy" workmen was broadcast last week by the Moscow government station, press reports state.

The victim was a leather factory worker who attacked the plant manager and severely beat him after being punished for a breach of "labor discipline." He was convicted of terrorism and sentenced to death before a firing squad.

Legal Curb On Finks Sought By Senate Committee

**Criminal Records Cited;
Big Profit in Finking.**

WASHINGTON, D. C. (AFLWNS)—The report of the Civil Liberties Committee, headed by Senator R. F. La Follette, Jr., condemning the use of strikebreakers and proposing enactment of a Federal statute to prohibit employers from hiring agencies or individuals to engage in strikebreaking activities is the result of the committee's protracted investigation of this notorious scheme used by anti-union employers to destroy trade unionism.

Strikebreaking, the committee holds, vitally affects interstate commerce, and therefore comes within the purview of Federal legislation.

Reviewing and compiling testimony evoked at hearings during two years of investigation, the committee listed 150 professional finks, many of them "career" men in the business, and a third of them allegedly with criminal or arrest records, the crimes including burglary, rape, larceny, assault and other types of violence. The report mentioned 108 plants at which it said strikebreakers had been employed and fifty-three detective or other agencies furnishing such service.

Also listed were "missionaries" who, the committee said, offered, for pay, to spread by word of mouth propaganda for strike-threatened employers and to organize helpful citizens' committees.

Strike-breaking agencies make 25 to 100 per cent profit, the report declared. Strikebreakers, it charged, had created violence to extend their services or to discredit or break the strikers.

The committee urged that direct prohibition be placed on the employer as "the key to the strike-breaking problem." His responsibility for the persons he pays to take his part in an industrial dispute can not be denied or evaded, the report stated.

NEW YORK.—French authorities at Algiers have libeled the American freighter Wisconsin after crewmen entered a complaint they were refused payment of wages by the master, reports reaching here indicate. More than \$10,000 is demanded for release of the vessel, it is added. The ship has been operating in the Mediterranean war-zone.

Formerly, the Wisconsin hailed from Portland, Ore., but her present registry and ownership is not known here. A crew of West Coast men were paid off at Antwerp last Summer and were replaced by a crew of mixed nationality.

17 Marine Inspectors Under Fire

**Government Suspends Men
Pending Replies To
Charges of Graft.**

SECRECY PREVAILS

Washington, D. C. — Seventeen Bureau of Marine Inspection and Navigation inspectors have been relieved of duty pending their replies to charges they have accepted "pay offs" from steamship operators, it was revealed by Department of Commerce officials. The suspensions followed a year's probe by Federal authorities, according to the same sources.

Officials of the Department of Commerce would not say more than that suspended inspectors had been stationed in various ports where local inspection offices are maintained.

New York — Only two inspectors in this district have been relieved, so far as can be learned. Their names and the nature of the charges against them could not be obtained at the local inspectors' office.

Munson Plans To Resume Business On Small Scale

New York — Final steps to reorganize the Munson Line were taken here early this week. Federal Judge A. C. Cox granted an order approving transfer of remaining assets of the Munson Steamship Line to the newly chartered Munson Lines, Inc. Settlement of outstanding debts and the lining up of the affairs of the Munson companies has taken since July, 1934.

The cargo-passenger liners, Pan American, Western World, Southern Cross, and American Legion, operated by the old Munson Line are not included in the deal. Plans for operation of the freighters W. D. Munson, Mundixie, Munplace, Muncove, and Munmotor are being brought to completion by Carlos W. Munson, president of the new concern. It is thought that service will commence within a month or so.

ST. JOHNS' STEWARDS ELECT NEW DELEGATE

Brother Harold Burke has been elected stewards' department delegate of the Eastern SS company's "St. Johns." Formerly, there had been two delegates; one presumably representing the "Boston" members and the other the New Yorkers.

The plain foolishness of such splitting procedure became apparent, so a meeting was called where a man having the confidence of the entire crew could be elected. The meeting also settled the matter of the attempt to force Brother Cunningham to take a two-week lay-off, by voting decisively that he remain by the ship.

Company Stooges Try To Force Six SIU Men Off Seatrain Havana At Port of New York

**UNITED ACTION BY ALL A.F.L. MARINE GROUPS
GETS QUICK RESULTS.**

New York, Feb. 10.—In a major test of power, the Seafarers' International Union definitely proved itself able to cope with unusually adverse situations by directly applying economic pressure. Acting in concert with I.L.A. longshoremen and towboat men, the union quickly brought the Seatrain Lines, Inc., to terms demanded by loyal members in the Seatrain Havana's crew.

A. F. of L. Hits Pacific Coast Anti-Labor Laws

**Council Maps Campaign
Against Oregon Law and
California Ordinances.**

Miami, Fla. (AFLWNS). — The Executive Council of the American Federation of Labor, in session here planned a militant campaign against the movement of anti-labor forces on the Pacific Coast to destroy trade unions by statutory regulation of their customary activities in raising the living standards of working men and women through trade union action. William Green, president of the Federation, announced.

The A. F. of L., in cooperation with the Oregon Federation of Labor, filed briefs several months ago in the Multnomah Circuit Court, alleging that the Oregon initiative measure adopted at the last election was unconstitutional. This law, according to the Federation, severely limited the right to organize, to picket and to carry on most of the multitude of operations which unions are required to do in the normal course of their activities.

Blames "Associated Farmers"

Mr. Green said that an organization known as the Associated Farmers was behind the various anti-labor laws which were submitted to the voters in California, Oregon and Washington. The proposals were voted down in California and Washington and approved in Oregon. However, in addition to passage of the Oregon State-wide statute some localities in California adopted local ordinances similar to the ones presented to the voters in the States.

"In conformity with our instructions Mr. Padway filed a brief against the Oregon law in that State," said Mr. Green.

"We also file a brief and made a statement before the social security board alleging that the anti-labor law affected the Unemployment Compensation Act of that State. Our contention was that under the Unemployment Compensation Law a man could not be expected to accept a job if it were offered from a place whose employees were on strike. The Oregon initiative measure so crippled the right to strike that we felt that men who were entitled to unemployment compensation would have to take jobs in places where a strike was on. You see, the new law so defined the right to strike that it affected, in our opinion, the Unemployment Compensation Act."

Urged by three company stooges, a part of the Havana's crew attempted last Tuesday to declare the vessel operating under open shop conditions. Crew members, who saw the danger in the move and remained loyal to the SIU, were ordered off by stooges in the crew.

Patrolmen Kept Off

Upon arrival, union men called for patrolmen to board the ship. Matthew Dushane, local SIU head, accompanied by four patrolmen went to the Hoboken pier where the vessel was discharging cars to attempt to clear up the situation. Admission to the ship was refused the Union representatives by D. Campbell, who acted as spokesman, Roy Calnan, chief steward, and one Mandell, a cook.

Loyal members in the crew asked what their course should be, and were advised not to start an outbreak of violence but to come ashore for a conference. As Union agents and crew members came down the accommodation ladder, unknown persons loosed a stream of molasses through an adjacent scupper.

Brothers Kellogg and Frenchy Le Beau came ashore as ordered by part of the crew, and Brothers Cook, Keyes, Salinski, and Prescottano walked off in sympathy. They were told to assemble their gear, but it would be seen just who would have to get off.

Stooges Removal Demanded

Taking the position that the three persons who had forbidden SIU representatives to come aboard must leave the ship and that the six loyal men be returned to their employment, union agents took immediate steps to turn on the heat. Within an hour conferences between officials of the SIU and various divisions of the I.L.A. had decided that until Campbell, Calnan, and Mandell were off and Brothers Kellogg, LeBeau, Cook, Keyes, Salinski, and Prescottano were returned to the ship without prejudice, the Seatrain Havana could rust away in her neglected brine.

Longshoremen Cooperate

Longshoremen ceased discharging cars, and towboat men informed the company that necessary assistance for leaving the slip would not be had. Nor would any replacements be supplied the ship by the SIU.

Backing the position of the SIU, the Commercial Telegraphers' Union, marine division, ordered their operator to give all possible assistance to Seafarers' members involved. CTU representatives participated in the conferences straightening out the difficulty.

(Continued on Page Four)

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 OF NORTH AMERICA**

Affiliated with the American Federation of Labor

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PATROLMEN'S DUTIES EXPLAINED

By R. F. Weaver
 (New York Agent)

Much has been said, and frequent discussions arise regarding just what constitutes the duties of a Patrolman. For the benefit of the membership, we would like to explain things to the best of our ability.

Article XV, Section 6, of the Constitution says, in part: "They (Patrolmen) shall visit the crews of all vessels in their districts to ascertain whether they are members of the Union, and, if so, whether they are in good standing. They shall be authorized to collect money due the Union from members, and may also be empowered to receive Initiation Fees and applicants for membership, and shall give official receipt for each amount collected."

You will note that it specifically states the Patrolmen are to make certain that all members of the crew are also members of the Union, and that they must be in good standing.

Further along, Article 6 continues with: "They shall appoint from among the crew of each outbound vessel a member to act as Ship's Delegate, and shall instruct him in his duties." Note well, it does not specify that a Ship's Delegate is to be elected, but rather, that the patrolman is to appoint one. However, it is our policy to grant the crew the democratic privilege of electing their own spokesman, but in the event they do not wish to do so, it is up to the Patrolman to appoint a member of the crew as Ship's Delegate. The Ship's Delegate acts as a spokesman for the crew aboard ship, and bends every effort to straighten out difficulties which may arise regarding overtime, working and living conditions, etc. He also keeps a record of the overtime worked by members of the crew, and when the Patrolman boards the ship, he gives him a crew list, with the month that they last paid dues listed. This is of invaluable assistance to the Patrolman, as it relieves him of the unnecessary responsibility of approaching each and every member of the crew, and asking to see his Union Book. If the Ship's Delegates have any beefs they could not adjust themselves, they present them to the Patrolman, who then takes them up with the proper parties, and does his best to iron it out to the satisfaction of all hands, in order to accomplish this, the

Patrolman must have cooperation of the crew, and they must be willing to back him up to the limit.

A Patrolman's job is not a bed of roses, by any stretch of the imagination; anyone who thinks it is, is just plain crazy. Besides his official duties, as provided in the Constitution, he has an abundance of extra-curricular activities which call for the exercise of tact and diplomacy. At times, he is called upon to straighten out difficulties between members of the crew, and has to pat them on the back and cajole them. If he "blows his top" at times, he can hardly be blamed for it, as it is next to impossible to maintain mental equanimity at all times, especially when subjected to severe mental stress. You can't please everyone, regardless of what course you take.

An outstanding incident of lack of cooperation took place in this port some several weeks ago. Two Patrolmen boarded a ship upon its arrival. They had been instructed by the Agent that he had been advised by the Galveston Agent that he had shipped a Fireman aboard this vessel with a Trip Card. They contacted the man aboard the vessel, and he said he had no money, and couldn't take out a book. Bear in mind that when this man was shipped in Galveston, it was with the understanding that he would take out a book in the next port of call. In any event, the Patrolmen informed this man that he would have to take out a book, or leave the ship. Several members of the crew then wanted to know who was going to take him off the ship, as they wanted him to remain. The Patrolmen informed them they would take care of that little detail, but that he must take out a book. Eventually, of course, he took out a book. Not only did the crew refuse to cooperate with the Patrolmen, they also indicated that they would oppose him. It must be evident to all that these men were not real Union men. However, it is our hope to educate these misled and misinformed individuals so that they will be really union-minded.

It is of utmost importance that you men on the ships cooperate with your patrolmen at all times, because he can't help you if you aren't willing to help yourselves. When you have a legitimate beef, present it to him, and then back him up to the limit. He is working for you, and with you.

Our Editorial Policy What About Fink Books?

It is the right of the membership and the reader-at-large to know the policy of the Seafarers' Log. No publication can merit confidence unless adherence to standards is a foremost consideration. We shall strive to publish an intelligent, constructive, and co-operative paper.

As official organ of the Seafarers' International Union of North America, the "Log" will express the Union's policy which, in the final analysis, is shaped by the membership.

There is no place in the "Log's" columns for personal attack. We don't care how you comb your hair. This is a labor paper. Being devoted primarily to seamen's problems in both the industrial and social fields, only that pertaining to seamen will be treated.

The Seafarers' International Union is a trade union and, as such, functions through concerted economic action. Politics will be left to the tender care of politicians.

The Seafarers' International Union is opposed to the Cope-land Continuous Discharge Book, aptly termed the Fink Book by Union men. Not only is the SIU bitterly against Fink Books, but, since the inception of the program to shackle the seamen, the Sailors' Union of the Pacific and its Pacific Coast allies successfully have fought the Fink Book. In the past two years, even the NMU has come to see the danger to organized labor presented by the Fink Book.

If dangerous to organized seamen, how much more dangerous it is to individual seamen! Among a part of the SIU membership, there seems to be some bewilderment about this. We hear the book is convenient. It's an easy way to keep one's papers straight.

That the book is convenient is recognized, for it was designed exactly for that purpose; a convenient method for shipowners and their stooges to identify and trace men who are "not desirable," from the employers' viewpoint.

There are a number of reasons for a man to be considered undesirable by shipowners. Chief among reasons is militant unionism or, in fact, any degree of unionism conflicting with an employer's whimsy in relations with his employees. And the principal purpose of the Union is to contend in behalf of the workers against unfair employers.

Many seamen, bamboozled by governmental and employers' propaganda, are unable to see how the Fink Book can be used against them, merely because no specific mark of ability or character is entered therein.

Little imagination is required to see many ways by which a man may be marked for the blacklist merely by looking into the presently authorized form of Fink Book. (For there is no assurance that special character marks may not be ordered in the future, once the book is widely accepted.)

The book shows immediately whether or not you are a "steady," or whether a single trip satisfies one's appetite for what exists. Or perhaps a man has been fired for being an especially forceful ship's delegate, or merely militant aboard some vessel not under union agreement.

If you have been on strike, the blank spaces will show you have not been a "loyal" company stooge. There have been cases of extremely strong union action occurring on a certain ship at a certain time; the book will show you were a member of that crew, and obviously undesirable to an employer seeking docile labor.

There is nothing to prevent the skipper from making entire entries with ink to indicate one grade, making other entries partly in ink and partly with rubber stamp to show a different meaning. It is possible to convey a message by using certain abbreviations of names and rates. For instance, a ship named "Charles A. Strawdeck," can be called "Chas. A. Strawdeck," etc. In fact to anyone with even a feeble imagination limitless opportunity can be seen to pass the word around by way of continuous discharge books; Fink Books in fact, as well as in name.

Alternative to Fink Books is the Certificate of Identification. This certificate was authorized by the government after Pacific Coast Unions took a determined stand against the book. The certificate is merely the newer form of the old Identification, or seaman's passport. It offers no special advantage to would-be black-listers.

No person with a Fink Book may register for shipment at halls controlled by the Seafarers' International Union or its affiliates, or allies.

There is no cost, except for two new pictures, and though they may dislike it, U. S. Shipping Commissioners will exchange Fink Books for the Union-demanded Certificate of Identification.

We Will Fight For:

1. Organization of all seamen and fishermen of North America into one powerful organization, for their own protection and welfare.
2. Higher wages, shorter hours and better conditions for workers in the maritime industry.
3. The building up of the strongest solidarity of all maritime workers and the establishment of united action in any struggle against the bosses.
4. To strictly maintain the Seafarers' International Union of North America as an economic trade union to be organized on an industrial union basis.
5. The right of the membership to elect by referendum vote all officials who are bonafide seamen or fishermen.
6. The membership to have full authority to call strikes and declare them off by referendum vote.
7. The right of the members and the affiliated unions to conduct their business in a democratic manner without interference from so-called executive boards or top-committees.
8. Affiliated unions to have complete charge of their own funds and property without fear of confiscation by the International.
9. All shipping of seamen to be done through their own union halls.

We Will Fight Against:

1. All anti-labor legislation for seamen, fishermen and all other workers.
2. Government hiring halls.
3. Government training ships for seamen.
4. Regimentation of seamen by Government agencies.
5. Attempts by political parties to inject their philosophies and ideas into Union business.

Correspondents Thanked:

Credit for the bulk of news from Gulf ports appearing in this issue of the LOG goes to Brothers A. W. Armstrong and L. J. Bollinger. The Brothers wrote from New Orleans, so they deserve a laurel for the excellent coverage they obtained.

Notice:

Ships' Delegates: Demand that all replacements produce a properly filled out assignment card from the Dispatcher at the Union hall.

SHIP'S CREW MEETINGS — HOW TO CONDUCT THEM

1. The Ship's Delegate calls the meeting to order. He then asks for nominations for Chairman of the meeting. When the nominees have accepted or declined, the vote is taken on those who have accepted. Whichever nominee receives the highest vote is elected and immediately takes over the Chair. The duties of the Chairman: *To be completely impartial on all points as long as he is in the chair; to maintain order; to see that every member has a full opportunity to speak.*
2. The Recording Secretary is elected in the same manner as the Chairman. His duties: to take the minutes of the meeting; to take over the Chair when the Chairman vacates it.
3. The minutes of the previous meeting are read by the Secretary. Anything mis-stated or incorrect in these minutes must be laid over to Unfinished Business.
4. The Ship's Delegates give their reports (the Ship's Delegates are elected at craft meetings the second night out to sea every trip). The reports of the Ship's Delegate must include: *Reading of all communications from the Union, financial report, beefs taken care of since the last meeting, problems which have arisen and recommendations regarding how to better the work of the Union ashore and ashore. The Secretary should record recommendations for action under New Business.*
5. Elect an Auditing Committee to check over the finances and see that every cent is properly accounted for. No one responsible for the money should be on the Committee.
6. Unfinished Business includes only those motions which were not acted on after they were introduced at the previous meetings, mistakes in the minutes, and reports of action taken by Committees or Members elected to do a specific job.
7. New Business contains new motions only. Written motions are acted on first then verbal motions. The Chairman may declare a motion Out of Order if it conflicts with the general policy of the Union. Under New Business action should be taken on recommendations from the Union or from the Ship's Delegates.
8. The Auditing Committee reports on their findings. If the finances are not accounted for correctly, the person responsible should be brought up on the deck and questioned.
9. Good and welfare is the time when every member has the right and opportunity to take the deck on any problem or subject concerning the Union or the Ship. This is where you get your chance to air your beefs, criticize the actions of others which may be detrimental to the Union, and in general speak your piece for the good of the Union. No motions are made under this point. All motions are in New Business.

DEFINITIONS

1. POINT OF INFORMATION: When you ask for a Point of Information it means you want to ASK a QUESTION. Usually such a point is requested when the speaker finishes.
2. POINT OF ORDER: When you demand a point of order it means that the speaker or the Chairman or some member is not acting according to procedure or has made statements contrary to the general policy of the Union. The Chairman must rule on this.
3. APPEAL THE DECISION OF THE CHAIR: When you appeal the decision of the Chair on a ruling he has made, the question is thrown to the membership for a decision. The Chairman steps out of the Chair and the Secretary asks the members: "All those in favor of upholding the decision of the chair signify by saying, Aye." Then: "Opposed say, No." The vote of the membership is binding upon all.
4. DIVISION: When you call for a Division after a voice vote has been taken, it means you want a vote by hands.
5. MOTION TO TABLE: Tabling the Motion means to completely drop it from consideration at this meeting. There can be no discussion on a Motion to Table.

TEN RULES EVERY MEMBER SHOULD FOLLOW

1. Come on time to every meeting.
2. Speak only when recognized by the Chairman and address the Chair when speaking.
3. Be quiet and listen attentively when someone else has the deck.
4. Think before speaking and don't say what has been said before by other speakers.
5. Don't get excited if someone speaks or votes against your motion, or if someone makes a point of order against you.
6. If you think a member is out of order, make your point of order courteously.
7. Don't make unnecessary points of order or other points.
8. Vote only once on any question.
9. Stay until the meeting is over.
10. Attend all Union meetings. There is always something of interest coming up.

Nazis Lower Conditions On German Ships

Rhine Vessels Endangered By Undermanning.

AMSTERDAM (ITF)—A meeting held on December 15 of Labor Front officials responsible for carrying on Nazi propaganda among German inland waterway workers occupied itself with the "shortage" of labor and the manning conditions in the industry.

"It was agreed that the shortage of labor in inland shipping was largely connected also with the social conditions," reported "Arbeit und Staat" on January 11, and added, "It was considered that the existing manning regulations for the Rhine and the West German canals represented minimum standards both from the safety and the social points of view."

But "barely half the Rhine ships today carry the prescribed number of hands," reported the daily "Angriff" of January 7. In more than one-half of all German Rhine vessels both the minimum safety standard and the minimum social standard are ignored.

Fishermen In Norway Have Wage Dispute

Submit Demands To Arbitration After Negotiations Fail.

BERGEN (ITF)—In Vestland and Nordland, the districts of Bergen and Tromsø, a conflict has broken out between the fishing boat owners and the Seamen's Union, who are in negotiations for renewal of the collective agreement.

The unions have presented two fundamental claims: first, that fixed wages be adjusted to the rise in the cost of living index number since the conclusion of the previous agreement, and secondly, that the pay and food allowance of stewards should not be deducted from gross proceeds. They agree, however, that there should be no increase in the shares of the fishermen in the various kinds of fishing.

The owners' counter-demands call for reductions in the men's shares in the catch, and further that a larger part of the crew should work on a share basis per ship.

The first phase of the negotiations took place under the auspices of State arbitrators, and led to their being broken off without any result. At the behest of the arbitrators, however, the fishermen's and owners' organizations have resumed negotiations.

N. Y. Membership Moves to Break Petty Grafting

Believing they have been victimized by Stewards, Mates, and Engineers on various steamship lines, over a period of several years, the membership at last Headquarters' meeting passed the following resolution:

"Whereas: Certain department heads, through coercion and intimidation, are forcing members of our Union, employed on their vessels to contribute to lotteries, social agencies, etc., and

"Whereas: These contributions work a hardship, and are not properly accounted for; therefore, be it

"Resolved: That we, the SIU membership in the Port of New York condemn these officials for their actions."

WASHINGTON, D. C.—Contracts for construction of four O-3-type steam freight vessels have been awarded to the Ingalls Iron Works of Birmingham, Ala. The vessels are to cost \$2,500,000 each.

A.F.L. PRESSES FIGHT FOR LABOR ACT AMENDMENTS

Opposition of the C.I.O. Will Aid in Securing Their Enactment, Green Declares.

N. Y. Organizer Gives Views On Union Problems

Following letter expressing definite views about unionism appeared on the editorial desk shortly after the SIU announced the "Log":

Editor, Seafarers' Log:

At last my fondest dreams have come true; a Union of seamen, by seamen, for seamen; a Union where democracy prevails. A Union dedicated to the welfare of the seamen and to those dependent upon them. Yet, we find some members reluctant to accept the policies laid down by the SIU.

Let us examine the record. In the past, the Union had no known policy and as a result there existed a state of chaos on vital questions. Our representatives held widely divergent views that naturally found their way to the membership, giving birth to factionalism; a cancerous sore that undermines the confidence of the men and ultimately leads to destruction. There is ample proof of this on the Atlantic coast, showing as dual unionism.

Disunity Deplored

No one can deny that this state of affairs fails to work out to the best advantage of the seagoing personnel. It also places us in the position of being bona-fide union men unable to secure a berth in certain ship lines because of jurisdictional differences. This condition is to be deplored and a genuine effort made to rectify it; at least to the extent that both unions recognize the great responsibility placed upon them. They should forthwith cease the campaign of hate and devote the energy to an educational campaign in unionism which is badly needed on this coast.

Likes New Methods

This brings us, of course, to the question of leadership. I feel that the present leadership of the SIU has established itself as a dynamic force, every ready to go to bat for the membership and to point out diplomatically, if necessary bluntly, the mistakes made by certain well-meaning members.

Patrolmen's Duties

There is a secondary leadership which is in daily contact with the membership. The Patrolmen are to advise and assist the membership employed on ships. On them rests great responsibility. Yet, we find, despite expressed disapproval of the members, that some of them board a vessel to make a bee-line for the department head. This practice should be stopped immediately, if we are to keep the confidence of our members and hold the Union intact.

Confidence Needed

I believe the most important thing in the administration of a union is for the membership to have full confidence in their leaders, yet retain their democratic right to differ in opinion as they see fit and to freely express their opinions. To this end let us apply our energies so that we can build a bigger and greater Seafarers' International Union.

Fraternalty yours,
HOWARD GUINIER

NEW YORK.—Patrolman Thompson reports the entire crew of Waterman's "Pan Atlantic" are members in good standing of the SIU. More fruit and better variety in the menu, especially in desserts was asked by the boys. It was agreed by the Steward that any reasonable change suggested would be made without difficulty.

Considerable enthusiasm was shown by the crew about the real progress toward bettering conditions by the SIU.

Miami, Fla.—(AFLWNS) The attack made by the C.I.O. on the amendments to the National Labor Relations Act proposed by the American Federation of Labor will help the A. F. of L. to secure the enactments into law rather than defeat them, William Green, president of the A. F. of L., declared here in a statement following a meeting of the Executive Council of the Federation, in session here.

"The C.I.O. statement was to be expected," said Mr. Green. "We counted on the opposition of the C.I.O. when we offered the amendments, which were introduced by Senator Walsh of Massachusetts."

"The C.I.O. could hardly have assumed a different attitude, as we regard the National Labor Relations Board an agency of the C.I.O."

"The C.I.O. has been the beneficiary of the board's decisions and policies, it could take no position other than to support the government agency that favored it."

"I believe that the opposition of the C.I.O. will help us greatly in presenting the amendments to Congress. When hearings are called we shall show in detail many instances in which the board perverted the act so as to promote the C.I.O.'s interests."

Mr. Green said that he interpreted the results of the last elections as "bearing out the growing unpopularity of the C.I.O. in Congress."

As to the C.I.O. allegation that two of the amendments would permit employers to ask for elections and enable them to subpoena records, Mr. Green said:

"That is erroneous. We are not proposing any amendment that would benefit opponents of the basic Wagner act. We are fighting the battle of the workers, as represented by the A. F. of L. We will leave the employers to fight their own battles."

"Besides, we are in a better position to interpret the action of our last convention than the C.I.O. We are endeavoring religiously to carry out the decisions of that convention."

Mr. Green explained that the council had spent one evening session discussing the proposed amendments and that the members were unanimous in approving these sections discussed. Another session will be required to complete the discussion.

Joseph A. Padway, of A. F. of L. general counsel, who played a major part in formulating the amendments, has been explaining to the council members the purport of the proposed changes.

Wrigley Gum Is First To Sign Radio Artists

New York. — Members of the Chicago, Los Angeles, and San Francisco locals of the American Federation of Radio Artists (AFRA) are following the lead of the New York local by unanimously voting authorization of a nation-wide strike against radio advertising agencies. The demands are a \$15 minimum for a fifteen-minute broadcast, \$25 for one-half, \$35 for an hour and \$6 an hour for rehearsals.

The union recorded its first victory with the signing of a contract with the Wm. Wrigley Co., chewing gum manufacturers, embodying all demands.

Charles J. Post, federal conciliator appointed to mediate the dispute, said he would seek a conference with representatives of the union and the advertising agencies to draw up a nation-wide code of labor standards in the industry.

Isthmian Still Looking About For Trouble

Suddenly Ships Crew From NMU After Long Rejecting Any Union.

Baltimore, Md. — The "Henry S. Grove" left the boneyard here where she has been tied up for some time Flynn, chief-scabberder for the Isthmian line, and his stooge Roche, had it all doped out how to create lots of trouble and confusion. Their policy in the past has been to go over a man's record from A to Z, and if he suited them, maybe he was shipped.

They have never called any union hal before, but this time they figured like this: "The SIU is getting too militant. They picketed the Fink Hall, and they'll probably do the same with this junk-heap if it doesn't suit them." So, lo and behold, Flynn calls "Little Caesar" Whalen at Commy Headquarters and ordered a crew for the Grove.

It seems as though Paddy went right down the line with the Isthmian finkherder by shipping most of his stooges and leaving the rank and file members of the NMU standing on the dock trying to fathom what Paddy the Dope and Fink-herder Flynn were up to.

Flynn's reasoning is simple; if Isthmian doesn't get the votes for their company union, they can always sign an agreement of the phoney "tanker-type" with the N.M.U.

NEW ORLEANS, La. — When Swayne & Hoyt's "Point Judith" called a full crew, it was found that not enough West Coast men were available to fill the bill. A number of East Coast members were shipped to complete the roster. This is considered a benefit to the organization generally.

Tampa Agent Accused In Pistol Fray

Charged With Attempt To Kill Former ISU Agent; Free On Bond

Tampa, Fla. (WCS). — Agent John Gunnison and Brother Hart were arrested last week and charged with shooting Bob Epps, former ISU and AFLSU agent here.

Epps has been trying to stir up an "independent movement" among seamen, and has applied to the State of Florida for an "independent charter," it is reported. He has been using goon-squad and gunman methods in an attempt to block progress of the Seafarers' International Union at Tampa.

When Hart and Gunnison were arrested and held for bail, Organizer Roland Dean got in touch with William Green who was at Miami President Green gave every possible assistance in getting the men released. This was a tough job.

Gunnison and Hart are now free on \$500 dollars bond each, charged with attempting to murder Epps. Epps is reported to be in a hospital being treated for a supposed shot in the hip, said by hospital attendants to be very slight. He says he was called from his fruit and vegetable stand at Howard and Swann Avenues by two men who fired at him and then ran to a parked automobile half a block away.

Epps figured recently in a court suit here jointly brought by the A. F. of L. and the Seafarers' International Union to restrain him from recruiting A. F. of L. members into a rival "independent" union.

Kenowis Crew Wins Point By Direct Action

Extra Man Shipped In Steward's Department; Affects Other Ships.

New Orleans, La. — Waterman's "Kenowis" arrived with no beefs, no delegates, nothing. She was due to sail at 2:00 P.M. the same day. The Patrolman called a meeting where delegates for each department were elected; then, action started.

The main squawk was that members of the steward's department were overworked, so an additional man was demanded. The Skipper and the manager were notified, but they said "no smoke." At 12:30 the steward's department all quit the ship.

At 2:00, sailing time, the Skipper came aft and asked each member of the crew to back up the company by moving the ship out to the "Point." The crew decided at a meeting to pay off in a body. At 3:30 the first bag was thrown on the dock. Before the bag had come to rest, the Skipper called "Hi," and agreed to ship the extra man.

The Kenowis sailed with a first-class crew. Best result of this action is that the rest of the ships carrying over eight passengers will carry the extra man in the Steward's department.

I.L.A. Wins Out In Tiff With CIO Stevedores

SIU Representatives Fired Upon At Pier

New Orleans, La. — Picket lines were formed around Swayne & Hoyt's "Point Brava" by the local I.L.A. after CIO longshoremen working aboard offered severe provocation. Steam was shut off deck, so the CIO men sat around for the balance of the day. It is alleged that crew members lost personal belongings during the day with the result that all but crew-members were cleared off next morning.

To confuse the issue even more, the company ordered the Point Chico from anchorage to mooring at the Galvez Street dock. Early the next morning, CIO men swarmed over the dock and dumped the few men maintaining picket watch.

SIU representatives went to the pier to investigate the ship's crew and were met by shots fired by some stooge. Members of the I.L.A. rushed to the dock, whereupon the CIO men took out for parts unknown, reports state.

Several days later, the ships were being worked by I.L.A. longshoremen under an agreement with the company.

ALL HANDS REQUIRED FOR MOORING SHIP

New Orleans, La. — There is a tendency on too many ships to chisel on working conditions by using insufficient men on jobs properly requiring all hands present.

In a recent case of this aboard the "Maiden Creek," the Captain planned to moor the vessel with only two watches on deck. The crew obeyed, but only after entering complaint. Once ashore, they went to the Hall where they were informed that all hands must be used for this work. The demand for all hands was confirmed by the Mobile branch, so there will be no more chiseling on this score aboard the Maiden Creek.

It seems the next beef will be to use all hands working on cargo gear. With this under our belt, we will be getting somewhere.

Attend Your Union Meeting.

Beef on Seatrain Havana

(Continued from Page One)

At New Orleans, the crew of the Seatrain New York walked off in a body when news of the dispute on the Havana reached them. Roland Dean, SIU Gulf organizer, reports he received utmost support from Longshoremen and other I.L.A. affiliates at New Orleans. The Seatrain New Orleans was at sea during the affair.

An endless number of dodges and threats were used by the company in attempts to retain their stooges. The company spokesman engaged in one phone conversation with union representatives that alone consumed an hour and a half.

Eighteen hours tie up, with demurrage charges mounting rapidly, convinced Seatrain Lines that it would be far cheaper, not to say a matter of justice, to dismiss their stooges and countermand allegedly unauthorized orders that loyal union men must leave the ship.

Move Long Expected

Evidence that some sort of action would be necessary has been in possession of SIU officials for several months, but it was not possible to use the information until the developments of this week. Photostatic copies of letters, apparently showing that Seatrain Lines did not discourage attempts by a number of their employees to form an "independent union," were studied by union officials and this material was declared by a highly placed officer of the I.L.A. to be "pretty convincing proof that Campbell, Calnan, and Mandell, had better be gotten off 'damn quick.'" Other persons are suspected of being implicated in the so-called "independent union" move.

Whole Crew Not Blamed

Investigation shows that except for Campbell, Calnan, and Mandell, other members of the crew are not implicated in the open shop attempt to any great extent. It appears that these men were badly misled by airy promises made by Calnan. Formerly an agent of the AFLSU, 21420, Calnan is reputed to be a very persuasive talker. Former members of the AFLSU here assert that Calnan took a run out powder at a crucial time during his term of office in the Union.

Evidencing their good faith and to demonstrate they are good Union men after all, the crew members who failed to go along proper union channels are voluntarily quitting the Havana.

Advice To Audit Committees Now In Printed Form

All branch agents and secretaries have been furnished with instructions for use of regularly elected auditing committees from the floor at branches and all headquarters weekly in all Seafarers' offices, as in the Sailors' Union of the Pacific.

Men elected to serve on the auditing committees and residing officers in particular, should see to it that the auditing committees are furnished with a copy of these instructions, and acquaint themselves with the details and comply with them carefully. It is only one page and has been thoroughly simplified, so that a man, not familiar generally with book-keeping terms, accounting generally, will know what his job is in checking the books and records of the Union. These instructions have been worked out by a certified public accountant, who has been in charge of the Sailors' Union of the Pacific accounting for the past two years, and is thoroughly acquainted with the problems confronting the seafaring unions.

Seafarers' members who are elected to audit their Union's books should ask in every instance for a copy of these instructions to work by.

HARRY LUNDEBERG,
Acting President

\$75,000 Needed For Ferries To Resume Service

Thirty-Five Members Of S.I.U. Affiliate Vially Affected.

Providence, R. I. — The town of Jamestown proposes to raise 40,000 dollars as part of seventy-five thousand dollars needed to repair or rebuild terminals destroyed and damaged by last Fall's hurricane, and to renovate the ferry "Hammondton" so that she may meet requirements of the Steamboat Inspectors.

The terminals at Saunterstown and West Jamestown were completely destroyed and those at East Jamestown and Newport were badly damaged and are reported to be in an unsafe condition.

(According to the American Bureau register, the "Hammondton" is a 764 gross-ton screw-steamer, built at Camden, N. J., in 1906.)

Approximately 35 members of the Conanicut Inland Boatmen's union, an SIU affiliate, are largely dependent on this service, operated by the Jamestown and Newport Ferry Co.

PHILADELPHIA. — Negotiations are under way between representatives of the American Range line and the Seafarers' International Union. It is the intention of Union representatives to get a contract on paper that will be closely patterned after West Coast agreements.

Three Ships' Crews Back Sundance Beef

Checkers, Longshoremen Cooperate With Crews In Jacksonville Dispute

Jacksonville, Fla. (WCS). — The crew of the "Sundance" walked off when an officer rejected a man sent aboard as fireman, terming it an act of discrimination. The crew are members of the Seafarers' International Union, and the Sundance is operated by the South Atlantic Steamship Company.

The Seafarers' crew remained on strike, and tied up two other vessels. They had 100 per cent backing from the Warehousemen and Deep Sea Checkers here, whose officials stated, "Warehousemen and Deep Sea Checkers refuse to cross picket lines established by members of the Seafarers' International Union." Longshoremen, affiliated to the A. F. of L. likewise refused to cross the picket lines.

Affected, in addition to the Sundance where the SS Isthmian and the freighter Eastern Guide.

The Deep Sea Checkers and the General Warehouses and Freight handlers' unions joined the picket lines and carried banners at several points.

The Isthmian became involved when longshoremen refused to cross picket lines established by striking crewmen.

Fred Lauritano, SIU agent, stated the men would get "all the backing in the world," since they had a 100 per cent legitimate beef.

PROVIDENCE, R. I. — The NMU here passed a resolution calling for expulsion of any of their members seen entering the Seafarers' Hall. Despite the resolution, NMU men persist in keeping contact with SIU representatives and display keen interest in the continued militant action carried on by SIU crews.

NEW YORK. — \$10,272,746 is the reported net income of the United Fruit company during 1938. The company purchased for \$2,050,000 cash certain terminal properties at Havana, Paradise Beach at Nassau, and the steamer Munargo. A considerable part of Unifruit's earnings are derived from steamship operation.

Bull Line Crew Gets Paid For Holiday Work

Full Cooperation Soon Brings Skipper To See Virtue of Holiday Pay.

Philadelphia — Calling the Bull Line's bluff, the crew of the Carolyn hit the dock in support of demands for overtime pay for work done on Saturday afternoon and Sunday. The company threatened to tie up the ship, but the crew cheerfully agreed to take their pay for work performed instead of a promise of more work without pay. The skipper was also required to give them 24 hours notice of dismissal.

When it was seen the crew meant real business, a new crew was ordered. The original crew was shipped from the hall back to the vessel.

Vets Crowding Seamen Out Of Hospitals

Condition Unfair To Seamen; Hospital For Veterans Asked.

Baltimore, Md. — The Baltimore branch of the SIU is pressing for erection of an U. S. Hospital for the exclusive use of veterans. Facilities at the Baltimore Marine Hospital are becoming less and less available to seamen as veterans, civil service employees, and other government beneficiaries increasingly occupy bed-space.

"Though termed a Marine Hospital, the place has come to be devoted to nearly everyone but seamen," writes Wm. McKay, local SIU agent. Approximately 60 per cent of the patients are not even remotely connected with seafaring, it is charged. "We feel that in addition to being unfair to seamen, the condition is more unfair to veterans," the note states.

Senator Millard E. Tydings and other Maryland legislators have pledged to work for approval of a bill appropriating funds for building a veterans' hospital in the State.

PROVIDENCE HAS GOOD PROSPECTS

The Seafarers' agent at Providence, R. I., writes as follows:

Feb. 7, 1939.

Editor, The Log:

Crew vacation periods for the Colonial Line's "Comet" begins March 1st. The boys on the "Arrow" of the same line have just finished theirs.

It is expected the Colonial Line will put on two extra boats this Summer. All told, five more boats are expected to be on the run in these waters during the coming season.

Three Merchants' and Miners' ships are calling here each week. Their Quantico and Wyoming each shipped men from the Hall here last week.

The Union Sulphur Company's "W. R. Keever" and the Arrow Liner "Willmotto" arrived from San Pedro during the week. Later they sailed for Camden, N. J.

A double crew is being carried during the winter months by the steamer "Nantucket," out of New Bedford.

It is reported that a bridge will replace the West Jamestown-Saunterstown ferry service. Terminals at these points were destroyed during the hurricane. The East ferry to Newport will be continued in service.

Fraternalty yours,
FRANK BERRY, Agent

Ship From Your Union Hall.