

**SECURITY
IN
UNITY**

SEAFARERS LOG

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



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446

No. 9

AGENTS' CONFERENCE ACTS TO STREAMLINE SIU FOR BIG PUSH!

C.P. Wrecking Crew at Work:

Curran & Co. Fink On Marine Engineers

Amidst the loud cheers of the shipowners and the big business press, "No Coffee Time" Joe Curran and his whole clique of Communist Party stooges forced National Maritime Union members this week to break through picket lines flung around the American Export Line docks by the Marine Engineers Benevolent Association, an organization affiliated with the CIO like the NMU itself.

The MEBA pulled the pin on the S.S. Siboney two weeks ago when that ship landed in New York upon being transferred from the Ward to the Export Line. The Ward Line is under contract with the Engineers' union. On the Export Line, a company union outfit has been rigged up, known more popularly as the "Mystic Knights of the Sea." When, upon the ship's transfer, the Company took steps to force the Siboney's engineers to join the company union, the men decided that that was the time to hang the hook and pull all the Export engineers out of the toils of company unionism. The strike action was taken after consultation and by agreement with Curran and his gang of misleaders.

From the first the NMU crews on the four Export ships—the Excelsior, the Exminster and Ex-cambion quickly followed the Siboney's lead—immediately supported the action of the engineers. Then, suddenly, last Wednesday, "No Coffee Time" hurriedly returned from a meeting with Government officials in Washington, discovered that the strike was "phony" and ordered the NMU crews to cross the MEBA picket line after strong resistance by the men to such scabby action.

"The National Maritime Union has wisely disapproved the stand of the Marine Engineers Benevolent Association," the 'Journal of Commerce' remarked in an enthusiastic editorial approving Curran's flinky action the next day.

What a contrast from the labor-baiting line this big business paper took when the Seafarers' International Union of North America demonstrated solid support for the MEBA in their recent beef with the Robin Line!

Contrast in Solidarity

What a contrast in the attitude of the two organizations themselves. When the Engineers struck the Robin Line, the SIU, although A. F. of L. in its affiliation, did not for a moment hesitate to back up the MEBA, al-

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"For 30 Pieces Of Silver . . ."

By coincidence, it seems, the American Merchant Marine Institute announced the day after Joe Curran ordered NMU men through the MEBA picket line on the Export ships, that it had granted the NMU a raise from \$30 to \$60 per month on the Portugal and African runs. What the Seafarers International Union gets by militant action, Curran and Co. get by strike-breaking.

By coincidence also, Curran got a \$30 raise, which reminds us of one of the most ancient sell-outs in history. We are referring to the sell-out perpetrated by a gent named Judas Iscariot. If we recall correctly, a little poem has been written about that incident which begins with the line:

"For thirty pieces of silver he sold Him. . ."

It fits like a glove for this modern version as well, for "Judas" Curran too . . .

Membership Okays Steps to Open Books, End Permits, Extend Organizing Drive

In a two-day conference of intense activity, the Agents of the Atlantic and Gulf District of the Seafarers International Union took measures in Washington last week to streamline the organization for a big organizing drive to cope with the tremendous opportunities opened up by the war-time shipping boom. At the same time, steps were taken to gird against the danger of fink Hiring Halls under Government control as well as against the vicious, disruptive tactics of the Communist Party wrecking crew in control of the top machinery in the NMU.

SIU Conanicut Boatmen Get 20% Pay Hike

A 20 per cent hike in wages was granted to the Conanicut Island Boatmen's Association, SIU affiliate, when the Union threatened to hang the hook after several days of deadlocked arbitration procedure. The representatives of the employers, the Jamestown and Newport Ferry Company of Rhode Island, quickly joined the two other members of the arbitration board in granting the award after it became obvious that the Union meant business when it decided to strike the ships.

Serving on the board for the Union was Donald E. Spears, president of the Newport Metal Trades Council (A. F. of L.); for the employers, General Manager Charles Brooks, with Professor Philip Taft of Brown University, appointed by the Governor as neutral arbitrator.

The Conference, which was convened at the Headquarters office on April 30, by Acting President Harry Lundeberg, was attended by John Hawk, Atlantic Representative; M. D. Biggs, Gulf Representative; John Mogan, Boston Agent; Arthur Thompson, New York Agent; W. McKay, Baltimore Agent; Berger Hansen, Norfolk Agent; Charles Waid, Savannah Agent; Carl Rogers, Jacksonville Agent; Olden Banks, Mobile Agent; A. W. Armstrong, New Orleans Agent; Morris Weisberger, Agent of the S.U.P. in New York and Sydney Gretcher, Secretary-Treasurer pro-tem of the Atlantic and Gulf District.

Other agents could not attend because of either great distance or pressure of activities in their home ports.

On Monday, May 5, all the Branches in the District voted at regular meetings to concur in the conference recommendations listed below.

1. Government Conference on Shortage of Seamen

President Lundeberg reported that Hawk, Biggs, Weisberger

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Flash! Union Signs Up Bernstein Co.

The Arnold Bernstein Shipping Company and the SIU have just agreed to sign the South Atlantic agreement—plus a top bonus arrangement. First ship of the Bernstein American flag fleet, the Namarib, sails soon for India. She was once the Marsodak, but you'd never know it now.

Wages and . . . Profits

According to a compilation of figures made by the American Federation of Labor's economists, involving some 1,495 business concerns, wages of workers have risen the past year by 5 per cent; while net profits for employers have risen by 25 per cent.

REPORT ON GOVERNMENT MARITIME CONFERENCE

SIU Representatives' Report on the Conference Called by Chairman Land of the Maritime Commission Concerning a Shortage of Seamen for American Ships.

(Held in Washington, D.C., April 28 and 29, 1941)

At the request of the United States Government, Harry Lundeberg, Acting President, M. D. Biggs, Gulf Representative and John Hawk, Atlantic Representative of the SIU, and Morris Weisberger of the SUP, were called together with Representatives of the Shipowners, Government and CIO Unions to discuss ways and means to relieve the shortage of seamen in American ships. The meeting was attended by approximately 60 to 70 men from all parts of the country.

Admiral Land opened the meeting and stressed upon everyone present the need and urgency of everyone connected with the shipping industry, both Labor and Shipowners, to cooperate with the United States Government and see that the American Merchant Ships will be properly manned. He further stated that it was the duty of the Union and the Shipowners to furnish men to sail the ships, and that if a solution could not be

worked out by the Union and the Shipowners, that the Government would have to work out ways and means to assure the American Merchant Marine of having sufficient personnel. He stated that it was the intention of the Government to work out this problem with the interested parties on a cooperative basis, and that it was not the intention of the Government to disturb the existing contracts between the Shipowners and the various Unions.

The question of making new seamen is a very dangerous one for the Union, due to the fact that if it is not controlled and watched closely, that thousands of prospective seamen might be manufactured by schools without taking into consideration the necessity which in the long run would break down the Union.

Various people representing the Union and Shipowners spoke on the question as to whether or not there is at present a shortage of seamen. Curran speaking for the CIO stated that there was no shortage of seamen in the Atlantic and Gulf. Representatives from the SIU, Atlantic and Gulf, Brothers Hawk and Biggs stated that seamen were getting scarce, but at the present time they

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Agents' Conference Acts to Streamline SIU for Big Push!

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and himself had attended a conference called at the request of the United States Government, at which Admiral Land of the Maritime Commission presided and which was attended by representatives of the shipowners as well as of all maritime unions. The subject matter under discussion was the shortage of seamen and the manning requirements of the big shipping program for national defense. Lundeborg reported that they had successfully combatted a move by Curran for a National Committee to handle the problem, such a committee to be composed of representatives of the shipowners, the unions and the government.

"This, of course," Lundeborg stated, "was another Commie move and something the SUP and SIU could not go for because with a committee of the shipowners and the government the seamen would have two strikes against them and we would practically, with such a set-up, relinquish the functioning of our unions and would jeopardize our hiring halls. There is no need to say that nobody went for Curran's phoney suggestion."

He further reported that the conference had agreed unanimously on the following points:

1) That the granting of green A.B. tickets to trainees aboard Maritime Commission schoolships be stopped, and that they should serve a total of one year at school and at sea, getting a blue ticket only after passing an examination at the end of the year. 2) Increasing percentage of blue ticket A.B.'s to be carried in crew. 3) Easing up regulations regarding legally admitted alien seamen. 4) Opposition to using physical examination by companies for blacklisting purposes. 5) Endorsement of the principle of unemployment insurance for seamen. 6) Action by the Maritime Commission to obtain better action on deferment of seamen by the Selective Service Board.

On other points, there was not unanimous agreement in the Government conference, our Acting President reported, but an SIU-SUP recommendation to add three deck boys on every vessel, to be shipped through the Union hall, was being considered.

Moved and seconded by Armstrong and Morgan to concur with the above report and recommendation.

2. Permit System and Opening of Books

Brother Lundeborg explained the new conditions brought about by the shipping boom which made previous methods outdated.

"At the present time in the Atlantic and Gulf District of the SIU," he said, "the books are practically closed and no man can get into our organization unless he sails six months on a permit. This action was taken some

time ago when jobs were scarce and there were plenty of men around. THIS PICTURE HAS MATERIALLY CHANGED WITHIN THE LAST SIX MONTHS. The SIU has agreements with more ships today than they have ever had and the various companies with SIU contracts are building new ships and are adding new ships to their fleets. As a consequence, we find that in lots of instances our organization has been unable to furnish book members to man those ships. This has now reached the stage of acuteness, it is up to us to remedy this situation which threatens to retard our organization. IT IS CLEAR TO EVERYBODY THAT WE CANNOT EXPECT TO RETAIN JOB CONTROL IN OUR HIRING HALLS IF WE ARE NOT ABLE TO FURNISH MEN, AND WE MUST ACT QUICKLY TO REMEDY THIS SITUATION BEFORE THE UNITED STATES GOVERNMENT TOGETHER WITH THE SHIPOWNERS FIND WAYS AND MEANS TO MAN THOSE SHIPS THROUGH FINK HALLS."

The following recommendations were made:

1. That the SIU Atlantic and Gulf District immediately do away with the Permit System.

Moved and seconded by Armstrong and Hawk to concur with this recommendation. Carried unanimously.

2. That the SIU immediately open their books to bona fide seamen from all available sources.

Moved and seconded by Waid and Collins to concur with this recommendation. Carried unanimously.

3. Organizational Activities

A report on the organizational drive on the Isthmian Line ships was made. The need for intensifying this drive was pointed out. "It should be the duty of every elected officer and every member of the SIU to do his utmost to organize these ships," the report stressed. The penetration of other unorganized lines depends on success in this drive, it was further stated. There was considerable discussion on this matter and as to whether to take men on unorganized ships into the Union on the \$1.00 book or whether to charge them the regular initiation fee.

It was moved by Rogers and seconded by Collins to issue \$1.00 books on all unorganized ships and explain to the crew before they can ship on SIU ships, that they will have to pay the other \$9.00 plus assessments. Motion carried.

4. Organization and Finances

Brother Sydney Gretcher, who had served the six months stipulated in his appointment, resigned as Secretary-Treasurer pro tem. In order to tighten up on finances, it was felt to be necessary to abolish the office in

Washington and to combine the posts of Secretary-Treasurer and Atlantic Representative. Brother Gretcher's resignation was accepted and the following motions were made:

Moved and seconded by Waid and Armstrong that President Lundeborg be empowered to move the office of the Secretary-Treasurer from Washington to New York when he sees fit. Carried unanimously.

It was recommended by President Lundeborg to the members present that Brother Hawk assume duties as Secretary-Treasurer and District Representative as this would not conflict with his present duties.

Moved by Waid, seconded by Biggs, that the recommendation of the Acting President be concurred in. Motion carried unanimously.

5. SUP and Pacific Distr. SIU

A report was made concerning a conference held in Los Angeles, California a month ago under the auspices of the CIO Maritime Committee, whose chairman is Harry Bridges. The purpose of this conference was a move on the part of the Communist Party and the NMU to move in on the Pacific Coast via an attempt to organize the tankers there under the NMU. It is obviously meant to encircle the SUP, the parent body of the SIU. The SUP has taken immediate steps to counteract and fight this phoney move with all their resources. The SUP went on record on a coast-wide scale to organize every seaman, fireman and cook on the tankers into the Pacific District of the SIU. However, since the Marine Cooks and the MFOW control other West Coast ships, such seamen cannot be offered jobs by the SUP on these ships.

"Therefore," the report stated, "in view of the importance of establishing a Pacific Coast District of the SIU, including firemen and cooks, which is the final step in making one union for all, we recommend as follows:

"That all firemen and cooks organized on the Pacific Coast under the SIU banner be given equal shipping rights on SIU contract ships."

Moved and seconded by Hansen and Rogers that the Atlantic and Gulf District of the SIU cooperate with the Pacific District of the SIU to the fullest extent. Carried unanimously.

6. Log and W. C. Sailor

It was moved and seconded by Biggs and Hansen that Lundeborg explore the possibilities of consolidating the West Coast Sailor and Seafarers Log.

Under discussion on the above matter it was brought out that at this time it would be a step toward economy and also eliminate the reprinting of articles in the West Coast Sailor and the Seafarers Log which has been done very often in the past. Motion carried unanimously.

After considerable discussion by those present on affairs of the Union in general and contract questions in particular, the conference was adjourned with everybody satisfied that solid progress had been achieved for the welfare of the Union.

Another Angle On the Vinson Bill

The Vinson Bill would open the way for employers now having Closed Shop contracts with Unions to scrap them by organizing "dummy" companies to take over their business, it was pointed out in Washington last week. They could claim to be "new" firms and as such forbidden under the Law, from signing Closed Shop agreements. This is just one more clever lawyer's trick (the Law is full of them) designed to break the Unions.

REPORT ON GOVERNMENT MARITIME CONFERENCE

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were able to furnish men, but if any more ships were put in commission they would have a hard time manning them. Representatives of the Shipowners brought out facts and figures to show to the effect that several ships had been held up due to the inability of the Unions to furnish crews, which of course is true.

After a general discussion was had by all parties who wanted to make statements at this time, the big meeting was finally broken down to three different groups; one composed of representatives of the unlicensed seamen, the shipowners and the government; one for radio operators, shipowners, and the government. The Sailor's Union was represented in the unlicensed seaman committee by Lundeborg and Weisberger, and the SIU was represented by Hawks and Biggs. In this meeting a lot of steam was blown and a lot of phoney statements were made by various parties who had their various axes to grind. With the thought in mind of forestalling any possibility of inaugurating any training factories where they would train men by the thousands, we having no controlling force over them, which would in the future be a detriment and danger to our unions, your representatives submitted the following proposal: (And, the SUP and the SIU were the only representatives who had any constructive proposal to offer).

1—It was recommended that the granting of green A.B. tickets of trainees aboard Maritime Commission school ships be stopped. It was agreed by all present that trainees from these ships should serve a total of one year's time at school and at sea and then upon passing an examination be given a blue A.B. ticket. Every representative of organized labor present Tuesday morning, April 29, 1941, when the discussion took place, stated that all subsequent agreements were conditioned upon the adoption of this first recommendation.

2—It was agreed that H. R. 4446, which deals with the percentage of blue ticket seamen which may legally be carried aboard American vessels, would assist materially in meeting any shortage of able seamen. All present were in favor of this legislation which expires automatically in 1942 except Mr. Curran of the National Maritime Union, who did not object to the legislation.

3—It was agreed by all present that certain alien seamen now in the country, not subject to deportation nor able to secure citizenship papers, should be permitted to go to sea. It was further agreed, in principle, that a relaxation of the law, insofar as it applies to alien seamen legally admitted to the United States, was desirable.

4—The question of the stringency of the physical examination given by steamship operators was thoroughly discussed, and it was agreed by the representatives of the operators that they would investigate this situation very carefully and discuss their findings with the representatives of organized labor. It was agreed that if it was found that the medical examination was used as a blacklist that every effort would be made by those concerned to eliminate such practice.

5—It was recommended that the Committee unanimously endorse the principle of unemployment insurance in order that the sea become a more attractive calling. This recommendation was unanimously agreed to.

6—It was recommended that the developing situation, insofar as the availability of personnel for manning merchant vessels, be followed very closely by all concerned, particularly the Maritime Commission.

7—It was recommended that the present training program of the Maritime Commission be expanded no further and that to augment this program three deck boys be placed aboard every American merchant vessel of over one thousand tons whenever possible. Mr. Lundeborg, Mr. Biggs, Mr. Hawk and Mr. Weisberger favor this proposal, the ship operators were non-committal, and all other representatives of organized labor opposed it. A similar position was taken by all present on the question of carrying boys in the engine and steward departments.

8—(a) It was recommended that the present six months experience requirement as wiper for machinists and refrigerating engineers be eliminated and that in its place be substituted an examination for competency. This was unanimously agreed to.

(b) It was recommended that the present six months experience requirement as wiper for pumpmen be eliminated and that three months experience in any capacity in the engine room be substituted therefor. This was unanimously agreed to.

9—It was recommended that additional ordinary seamen be carried in lieu of the present Maritime Commission training program. This was agreed to by Mr. Curran, Mr. Halling, Mr. Haddock, Mr. Drury, Mr. Malone and Mr. Sumners. It was not agreed to by any others present.

10—It was recommended that three additional wipers be carried on every vessel in lieu of the present Maritime Commission training program. This recommendation was made by Mr. Malone of the Firemen, Oilers, Watertenders and Wipers Association of the Pacific and was agreed to by Mr. Malone, Mr. Sumners, Mr. Curran, Mr. Halling, Mr. Haddock, Mr. Drury. The others present did not favor this.

11—It was unanimously recommended that the Maritime Commission require the Selective Service Board to issue a further directive on the question of deferment of seamen. Captain Garnett, USA, was present and was verbally informed of the details involved.

The Committee recommended that in the event the problem of manning American merchant vessels becomes more acute that the Commission call the Committee together again.

What's Doing—

Around The Ports

NORFOLK

Editor, Seafarers Log
Dear Sir and Brother:
Well, things are still going along as per schedule with the Agent getting raises for all hands on all tugboats. Since the raise in wages became effective, the boys are a little more willing to work and are better satisfied on the job, which goes to show what good Union men can get when they have a democratic organization behind them 100% like the SIU.

Now that negotiations for new tugboat agreements are to get under way in the near future, would like a few suggestions from some of the men who sail these sea-going hedge hoppers.

We are getting the gassos educated to the fact that the hall is not to be used for a flop house or gin mill. Some of them thought the Agent and Patrolman should let them take over the hall for this purpose, but when they saw the light they either shipped out or box-car'd out of town to some other port to try and carry on.

We believe Brother Butts in San Juan chased all his G-MEN this way.

Shipping continues good with the usual shortage of rated men in all departments.

We have been making them repair the quarters on the towboats down here, so every now and then they try to take one to Baltimore, thinking they may get away with something, but McKay gets his enforcing squad down to them and they come home properly done.

So as always in the SIU, full steam ahead!

Bud Ray, Patrolman.

NEW ORLEANS

April 25, 1941.

Editor, Seafarers Log
Dear Sir and Brother:
Things are still rocking along in the garden spot of the south. The main issue is the boys inhaling their tea through a straw and for some unknown reason, this seems to make them rather hard to handle.

The deadeast week of some time down here for the boys. All hands rather bored with the set-up. No big beefs, no big squaks, no nothing.

The laugh of the week took place here yesterday when a certain small ship came in and needed a couple of A.B.'s. All unions, crimps and flosseys started shipping men to this seamen's home. Result: first man aboard was the local crimp's stooge. He got signed on. Then came the deluge. Two men from our hall went down to the ship, rode the same ferry across the river as two men from the NMU and another man from the crimp's or some such dive. It looked like the scow was crewing up complete when all hands went over the gangway.

The Skipper of this floating spa told the men with tears in his eyes that there was only one job. So the two SIU men flipped a coin to see who would take the rest cure and who would have to return to the rigors of the beach. They just disregarded the other men completely. The Master being a good fellow, gave the NMU members and the misfit four-bits apiece to pay them for their trouble and their fare to and from

the ship, and all three left with a smile. Upon offering the same amount of lettuce to the SIU member, he was somewhat surprised to learn that he owed the man a day's pay. Without any argument he paid off and the man came back to the hall.

This just goes to show that the men in the NMU have been kicked around to where they don't believe they are entitled to what is coming to them, whereas our members know their rights and believe me it's not going to be their fault if they don't get them. Steady as she goes.

Army.

PHILADELPHIA

April 24, 1941.

Editor, Seafarers Log
Dear Sir and Brother:

I suspect that we, you, him, her and they, meaning all persons interested in the maritime industry, have heard the cry for the shipowners: "Why are we having a shortage of rated men? (Some question.) The writers, in their own personal opinion, think that there are plenty of reasons. For instance: (1) The lack of consideration from some of the draft boards in various states. (2) The utter disregard for the welfare, health and general conditions of the men. (3) The wages of the seamen in comparison with other fields of industry.

Take our industry, the Merchant Marine. We are getting no higher wages now than we did in 1918, but, in all other industries, wages have increased as high as 33%. So, is it any wonder that between the Draft and wage conditions, we are losing most of our rated men?

Who is to blame? If the men who owned the ships would only ante-up the wages and make working and living conditions a slight bit more attractive, possibly this would deter the rated men from seeking employment at top wages as machinists, riggers, boiler-makers, pipe fitters, welders and what have you on shore.

We often hear that Congressmen are greatly interested in the acute shortage of seamen at this time. Well, we, the writers have a few very good suggestions to make; that is, that some of the Congressmen who are on the Committee of Merchant Marine & Fisheries would only take the time to visit some of the ships owned by American companies and notice the conditions that actually exist (such as: eight men to a room with one man's feet sticking in the other man's face, one electric fan in each fore-castle, no rugs or carpets on the floor, no curtains over the port holes, old antiquated iron bunks to sleep in, and if you weigh over 190 lbs. you can't sleep in them, not even a cuspidor on the floor to throw debris in, no chairs, but only old-fashioned benches to sit on, old rusty buckets to wash your clothes in, impossible facilities to heat water to bathe with, bath rooms where one man is bathing and he gives a bath to the sailor who is washing his teeth, conditions so congested that there is a bathroom for ten men, and only one can bathe at a time without splashing dirty water on the other fellow, messrooms that have toilets opposite the doors and

TEXAS CITY

Editor and Brothers:
This has been a very slow week with only a couple of ships in. Everything is fine when you go aboard. Then just before sailing time some super-militants with a few under their belt want you to help them hang the hook. It may be, to see their girl friend a little longer or it may be that they want to lift a few more to get a little more courage. This is not helping us one bit. How are we going to better our conditions, if a few men take that attitude? Sure we have good conditions, bar none, but they can always be better. And, if we all pull together they will be better.

One thing that I want to see is what the Federated Seamen of New Zealand have, and that is: a double day's pay for Sunday or holiday that you are out to sea, and a half day off in port for every week that you have been aboard ship.

The SIU is-in its infancy, and we have gone a long way to better our wages and conditions. Just compare our agreement with those of Joe the Great's (NMU). Look at the quarters off their ships. Show me a ship of theirs that pays Oilers \$110.00 per month, as some of the companies that we have signed up.

So, fellows, let's all put our shoulders together and build this baby up into the most powerful maritime unions in the world, run by the seamen, for the seamen, and not a bunch of button-hole makers and pants-pressers to dictate to you and take control. The Delmar was in today with a few minor beefs that were settled to the satisfaction of all concerned. The David H. Atwater and the Plow City of Bro. Collin's Navy will be in tomorrow.

This is something that concerns every man that comes into this port. We have an ambulance chaser that comes over from Houston every Wednesday to the Marine Hospital in Galveston to drum up trade. My advice is, if you go to the hospital in Galveston, don't have anything to do with any shyster that approaches you for the case.

Over the bar to the most powerful seamen's union in the world! Fraternally yours,
E. R. Wallace,

sometimes being used while men are eating, harsh cheap towels to wipe your face with, foods that are oftentimes greatly unbalanced, such as ice cream in cold weather and then again hot tea going through the Panama Canal, and God knows there are things too numerous to mention). We really believe that if the above were eliminated, there would be a possibility that there would be no reason for a shortage, as the men would be contented to such an extent that they would not be seeking employment ashore or elsewhere.

In closing, we would like to state that seamen are seamen the country over, and if an able-bodied seaman makes \$137.00 a month on the Great Lakes, then why in Hell can't we do the same?

W.R.B., No. 1994.
J.F.F., No. 542.
D.C.J., No. G-116.
H.J.C., No. 496.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

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MOBILE

Comments and Doings

S.S. Schoharie Due for 200 Hours Overtime—Draft Trouble

Editor, Seafarers Log
Dear Sir and Brother:
Shipping has been very bright for the past few weeks here in Mobile. What with the Waterman, Alcoa, Mississippi, South Atlantic and Bull ships touching at or near this port, we have been as busy as the proverbial one-armed paper-hanger with the itch.

Last week we had the S.S. Schoharie in from a far-east trip with approximately two hundred hours of overtime in dispute which we managed to collect. She laid here for about a week and finally sailed for another far-east voyage. We signed her on here with a Bonus Rider that calls for fifty dollars per month from the date of signing articles until the time she discharges in the first U.S.A. port. That means that on this particular ship the boys will get around two hundred and fifty dollars as bonus money because the trip will take about five months to complete.

We have here in the shipyard two vessels that will fly the Alcoa house flag and which should be ready to crew up in the near future. They will be known as the Alcoa Rambler and the Alcoa Pardner. They have been in the dry-dock for about six weeks and should be very nice ships to ride on completion. They will in all probability be put on the Bauxite run.

Up until three weeks ago, a drafted seaman was just something that we occasionally read about in this neck of the woods. We were under the impression

that the Merchant Marine was really short of seamen due to the fact that every issue of the local paper carries a news item proclaiming the fact that there is a serious shortage of skilled seamen in the Merchant Marine. We also were sent a bulletin to the effect that all the Local Draft Boards had been instructed to give every possible consideration to experienced seamen, but there is one Board in this vicinity that evidently did not get those instructions because we have lost two of our seamen in the past two weeks.

The S.S. Del Rio of the Mississippi Steamship Company came in last week with a little beef about fruit juices on her. It seems that the Company does not believe in putting out things like that. Just the least little persuasion convinced the Company that maybe it would be best to go ahead and give the Steward authority to order the fruit juices, which he did. Now the boys are happy again.

Our current headache in this port is having men wait until the last moment and then deciding that they have a sick aunt or they are sick themselves, and pile off the ships. The last two ships that have sailed from this port have sailed short-handed from the above-mentioned causes. It is my opinion that it is just time that the membership woke up and decided to take a little action to have this sort of thing stopped.

Robert A. Matthews,
Patrolman.

SEAFARERS' LOG

Honor Roll

S.S. PORTMAR	\$11.95
S.S. TEXMAR	5.65
S.S. CARRABULLE (Deck Dept.)	2.75
H. A. Smith	.50
A. Peterson	1.00
D. Johnston	1.00
S.S. BEAUREGARD	2.90
S.S. FLUORSPAR	10.00
S.S. WEST IMBODEN	26.00
S.S. ALCOA CARRIER	7.55
S.S. CATAHULA	4.55
Wm. J. McGrath	2.00
TOTAL	\$87.75

Out of the Mailbag

Relates Experiences of Crew On Maiden Voyage of Alcoa Pioneer

April 30, 1941

Editor, Seafarers' Log
Dear Sir and Brother:

The crew, black gang and stewards department left New York for Frisco on the Challenger, and we all had a lot of fun going across. We didn't see much of the country as it's pretty tough to look through the bottom of a beer bottle.

Blackie Prevost and some of the SUP members were on hand to greet us when we got off the train. We went right down to the ship after having our picture taken and signed on.

We started our examination of this seventh wonder of shipping circles in the galley. One would almost think you'd walked into the kitchen of a modern hotel instead of a ship's galley. There were electric potato peelers, electric ranges and a very versatile machine in one corner which does everything from mixing cake batter, slicing vegetables, grinding meat to sharpening knives. The pantry has an electric dishwasher and a four-slice toastmaster besides an improved style coffee urn.

The messrooms are equipped with benches upholstered in blue leather, swivel chairs and tables with some pretty neat aluminum trim. No more than four persons eat at a table.

The foc'sls are equipped with new style lockers which are divided into sections that facilitate the stowing away of a great amount of gear. There also are neat bunk lights that throw the light where it belongs and not any place else. The wash basin, with hot and cold running water

all the time and an especially handy shaving mirror, with plenty of illumination in the right places, were also a great convenience. All the quarters have a built-in receptacle for a radio antenna and ground to plug in. The bunks are extra long and extra wide, with thick mattresses. All the quarters as well as the engine room are air conditioned.

The fire room and engine room are built together with no separating bulkhead. In the fire room all the controlling equipment operates automatically, using compressed air as the controlling medium. But, if necessary, it can be controlled by hand much the same way as the old-timers. In the whole plant below you can count the steam pumps on one hand. Everything else is electrified. The two generators are turbine-driven and are rated at 350 K.W. apiece at 230 volts. To give you an idea of the current they put out, they could light 2,800,000 fifty-watt light bulbs, which is enough light for a fairly large city. The main engine is a turbine, built more compact than the average.

All the deck machinery is electric, which makes it pretty good sleeping when they work cargo all night.

The deck gang has it pretty soft with that iron "mike" they have on the bridge. They also have advanced types of directional finders and fathom meters.

I guess the next thing we'll be hearing about will be radio-controlled ships with robots for a crew!

L. Engstrom, No. 4447.

BON VOYAGE, SMITTY!

At the age of 60, Mercer A. Smith, SIU No. 4985, breathed his last on Sunday, April 27, 1941. More widely known among seamen as "Smitty," he had served the Union as janitor in charge of the New York office and hall for the past number of years after more than 35 years of actual sea service.

"Smitty" was one of the first colored men to join the old Marine Cooks and Stewards Union upon its formation and remained loyal to seafaring unionism to his very last. His ready wit and kindly disposition made him liked and respected among seamen wherever he went.

A funeral service was held at Perkins Memorial Chapel in Harlem on Wednesday, April 30, at which scores of union members paid their last respects to their departed brother. The staff of the SIU presented a six-foot wreath in the shape of an anchor, as was fitting for the occasion, constructed of iris and roses, Easter lilies and lily of the valley.

The New York membership of the Union and the crew of the S.S. New York also presented beautiful floral offerings.

Patrolman F. Hart invoked the following testimonial to the late Brother in the name of the Seafarers International Union of North America:

He saw a hand we could not see
That beckoned him away
He heard a voice we could not hear

That bade him come and stay.

It has pleased Almighty God to call from labor to reward all that is mortal of the late Brother Mercer A. Smith.

Brother Smith has been a loyal and influential member of the Seafarers' International Union since its inception, and prior to this he was a member of the Marine Cooks and Stewards Union for over thirty years, both these organizations being units of the American Federation of Labor.

Brother Smith had always taken an active interest in all things pertaining to his Union, was ever devoted to his friends, always ready and willing to serve at any and all times his fellow seamen. His is an irreparable loss to this organization and he shall live long in the memory of all the officers and members of the Seafarers' International Union.

The officers and members of this Union bow in humble submission to the will of Him who doeth all things well, fully realizing that our loss is Heaven's gain. We recommend the Bereaved Family to the Great Ruler of the Universe. "The souls of the righteous are in the hand of God, and there shall no torment touch them."

Now the laborer's task is o'er
Now the battle day is past
Now upon a farther shore
Lands the voyager at last.
Father, in Thy gracious keeping
Leave we now Thy servant sleeping.

Organizers Report On:

ISTHMIAN LINE ORGANIZING DRIVE

PHILADELPHIA

Brings 44 Hour Week to Sea!

May 5, 1941.

Editor, Seafarers' Log:

Well, there was one Isthmian Line ship around last week, down in Baltimore. A permit man on the ship and Patrolman Yakovonis up in Boston signed up four of the crew. I got three more to take books here. A couple of SIU agreements which I gave them to read did the trick. Only tough break was that, with the ship three A.B.'s short for two days I couldn't get a single one to go down and ship on her and ride her to Pedro, at least.

Headache of the week was a guy named Hedger, who paid \$300,000,000 for the Plow City and the Sawied of the Range Line, and had himself a steamship company.

We held down the Plow City against a possible NMU finking raid for two days. A pat on the back to the gang aboard of her for staying sober and staying around, and for the gang from the hall in Philly who stuck close to the ship, too.

Hedger finally showed up with a lawyer and a Port Captain, took one look at what he paid for and beat it to the nearest gin mill for solace. After 28½ hours in a room with him, Agent Collins and I got disgusted and walked out and over to the ship. We knocked the gang off and kept them that way until he came down and put the old John Henry to the same agreement we have with Waterman, probably our best. Plus—a great big clause which brings the 44 hour week to sea for the first time in history. All men doing routine work or standing routine watches without payment of overtime at sea on Saturday afternoons, Sundays and holidays, shall receive time off equal to the week-end time put in, in an American port. Galley to be closed day after arrival in port to free the steward's department. Good luck,

Leonard Tir, Org.

HOUSTON

April 28, 1941.

Editor, Seafarers Log:

Have contacted one of the Isthmian Line Ships this week, and the boys seem to be interested in lining up with SIU. I joined up two members and have the promises of quite a few of the boys to line up on the return of the ship from Corpus Christi to Galveston.

From their conversation, the wages, bonuses and working conditions we have with other Companies is what sells them on the SIU program. There are some NMU men aboard this ship and after I had talked with them and showed them our agreements with other companies, they seem to be very interested, and some of them went so far as to say they were going to join up in Galveston. So I hope to send in some Moscow books to headquarters the later part of this week.

Shipping is so good here that I don't have a full book member on the beach. It looks as though I will have to get out my heaving line and jasso some of the cow boys for these scows.

D. L. Parker, Org.

More About

Curran & Co. Fink On Marine Engineers

(Continued from Page 1)
though its affiliation was CIO.

It acted with that fundamental labor solidarity which is the elementary duty of all union men: in a dispute between the bosses and the workers, full support for the workers!

It acted on the principle that Union men cross no picket lines in a bona fide strike by employees against employers, regardless of affiliation or other differences. How different Curran and his stooges act on the Export Line! Is there a real or fancied advantage for this clique involved—then they say to hell with labor solidarity, to hell with the fact that the organization they are disrupting is, like their own, even affiliated with the CIO!

These slimy creatures of the gang in the Moscow Kremlin do not hesitate for a moment to violate the most time-honored traditions of labor solidarity if it serves the shady purposes of those in control of the Communist Party!

Now, what is behind this finky move of Curran and Co.? What truth is there in the spurious charges that the strike is "phony"? What are the true facts in the case? Moreover, how do they concern SIU men affiliated with the A. F. of L.?

In the first place, it must be borne in mind that this finky action of the NMU officialdom on the Export Line is not an isolated case, that it is not an accident. It is part and parcel of the program of "raiding" other unions, infringing on their jurisdiction and disrupting the improved status of the men in the maritime industry, which the Thirteenth Street headquarters of the Communist Party in New York has ordered, under the false front of a CIO "organizing drive" on all waterfronts.

This strike-breaking on the Export Line is of a piece with the attempt of Jack "Rasputin" Lawrenson to supply fink crews to the Eastern and Aluminum ships when they were recently tied up by the SIU men on them for improvements in conditions!

It is one more link in the chain of intrigues which has brought about the disruptive drive to "organize" the tankers on the West Coast under the NMU, at a time when the Sailors Union of the Pacific has a tanker drive under way and when the disruptive Curran gang has not even been able to make the slightest dent in the company union control of the East Coast tankers!

It is part of the same plot by means of which the Communist Party wrecking crew is trying to infringe on MEBA jurisdiction on the Great Lakes by taking officers on the lake ships into a spurious NMU "Officers' Division, as witnessed by their recent signing up of the licensed personnel of Cleveland Tankers, Inc.!

Facts on MEBA Beef

In other words, we have before us just one more incident in a huge conspiracy to disrupt ALL maritime organizations on both coasts who do not knuckle under to the vicious, dictatorial, zigzagging control of the C. P. hatchetmen, a gang whose interests have nothing in common with those of the vast mass of American seafaring men.

Now, what are the facts in the Export Line beef? Curran and Company charge that the main dispute is over the war bonus,

which they say could be negotiated by the company around a conference table.

The fact is that the main point in dispute is the company union of engineers organized by the Export Line owners. The MEBA wants a Union contract: that is the real issue!

The crummy Curran crowd claims that the Export Line engineers do not support the strike. The fact is that not a single man on the Siboney has gone back to work.

The fact is that the MEBA membership at a meeting last Friday voted solid support to the strike.

The fact is that during the 1936 strike, when the engineers as well as the licensed personnel hit the bricks together, the MEBA was offered a separate contract by the Export company, but like good union men, refused to sign as long as the unlicensed personnel were also offered an agreement.

The fact is that, when the NMU finally got a contract in 1937, the MEBA asked for similar support but never got it from Curran.

The fact is that for more than three years the MEBA's case on this Line has been given the usual run-around in the National Labor Relations Board, while the company was meanwhile given every opportunity to weed out militants among the engineers and replace them with company stooges.

The fact is that the company union headquarters is located right in the Export shipping office.

The fact is that Curran has ordered NMU men to work with as lousy a gang of finks as was ever assembled on any vessel. The Chief Engineer on the Excambion, for instance, is a certain two-starred fink by the name of J. W. Miller who scabbed in the 1936 strike!

The Marine Engineers do not intend to let the case rest. Under instructions from the membership, they have sent a cable to Philip Murray, President of the Congress of Industrial Organizations, as follows:

"We protest against the action of Joseph Curran, a vice-president of the CIO, which brought about the replacement of eight striking CIO engineers with company union strike-breakers. We ask that you call for a complete investigation of all the facts in the Export Line strike."

It is to be hoped that the union men in the CIO will not allow such strike-breaking tactics to be used by the "leadership" of the NMU without calling them on the carpet. What is involved is an attempt to disrupt labor solidarity all along the line. If Curran and Co's actions go by unchallenged, a fratricidal struggle is bound to result in which dog-eat-dog will be the rule. Nothing can better aid the reactionaries in the government agencies! Nothing can help the employers and their stooges put over regimentation better under the phoney pretext of a "national defense" emergency!

The SIU for its part will not let this monstrous conspiracy go by unchallenged. It will meet the C. P. wrecking crew head on, wherever it shows its ugly, finking head. It will support to the full the actions taken in self-defense by all maritime organizations subjected to the disruptive raids of the C. P. disrupters.