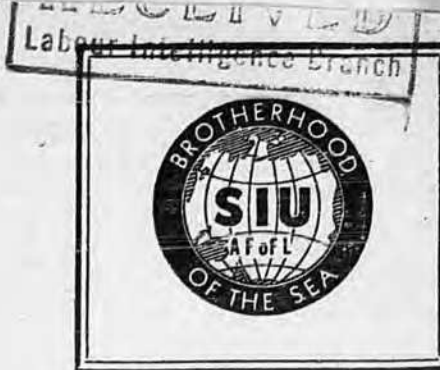


SECURITY  
IN  
UNITY

# SEAFARERS LOG

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



VOL. III, IV 214

NEW YORK, N. Y., THURSDAY, MAY 7, 1942

No. 14

## CONTRACTS, WAGES AND CONDITIONS ARE RETAINED FOR THE WAR'S DURATION

### SIU-SUP Lead in Smashing NMU-Maritime Commission Finky Plans

THIS WEEK THERE WAS SIGNED IN WASHINGTON A "STATEMENT OF POLICY" WHICH BOUND THE WAR SHIPPING ADMINISTRATION TO THE RECOGNITION OF THE COLLECTIVE BARGAINING RIGHTS AND CONTRACTS OF MARITIME LABOR FOR THE DURATION OF THE WAR!

THUS WAS DEFEATED THE UNION-BUSTING DRIVE WHICH BURST INTO FULL FURY WHEN THE WAR SHIPPING ADMINISTRATION REQUISITIONED THE ENTIRE MERCHANT FLEET ON APRIL 11th. IMMEDIATELY AFTER TAKING OVER

#### Crew Brands SS Sandwich Being 'Not Seaworthy'

By CURTIS UNDERWOOD

The Alcoa chartered S.S. Sandwich just completed one of the worse voyages this writer ever made since going to sea.

On February the 4th, 5th, 6th and 7th, men off watch stood-by in the crews' quarters bailing sea water. The bulkhead door to the main deck, portholes, and poop deck leaked badly, and at times the water in the crew's quarters reached a depth of 24 inches. Finally, the weather let up and we made port. The scuppers on the poop deck leaked into the oiler's room. Clothes and shoes were water logged and ruined. The Shelter deck was flooded for four days with forty tons of water. This condition blocked the ice boxes and flooded store rooms and linen lockers. Considerable food and laundry were ruined.

This scow signed on in New Orleans, January the 24th. When we left Mobile the first assistant said: "The 8 to 12 watch would relieve the 4 to 8 watch for supper. I argued with him and he said the Company Officials had told him that there was no agreement with any Union and he could do anything he wanted. The Chief Engineer and Mate also stated the same thing.

We were advised just before leaving a southern port that we were going to discharge our cargo in Maine. I went to the Captain, telling him none of the crew had any winter clothes. (There was nothing in the slop chest except tobacco and cigarettes). The Cap-

(Continued on Page 4)

#### STATEMENT OF POLICY

(An agreement between the War Shipping Administration and the following unions: Seafarers International Union, Sailors Union of the Pacific, Marine Cooks & Stewards, and the Marine Firemen, Oilers, Watertenders & Wipers

##### I. Existing Collective Bargaining Agreements to Stand.

Article 3 (d) of the Service Agreement signed between Agents and the War Shipping Administration under which Agents handle vessels owned by or bareboat chartered to the War Shipping Administration shall remain in force and effect. This article reads as follows:

"(d) The General Agent shall procure the Master of the vessel operated hereunder, subject to the approval of the United States. The Master shall be an agent and employee of the United States, and shall have and exercise full control, responsibility and authority with respect to the navigation and management of the vessel. The General Agent shall procure and make available to the Master for engagement by him the officers and men required by him to fill the complement

of the vessel. Such officers and men shall be procured by the General Agent through the usual channels and in accordance with the customary practices of commercial operators and upon the terms and conditions prevailing in the particular service or services in which the vessels are to be operated from time to time. The officers and members of the crew shall be subject only to the orders of the master. All such persons shall be paid in the customary manner with funds provided by the United States hereunder."

The intention of this clause is that the General Agent will procure and make available to the Master for engagement by the Master, officers and men through the channels which the Agent has heretofore used for his own merchant ships. If the General Agent has contracts with unions and those contracts

(Continued on Page 4)

the merchant ships, the WSA (which is dominated by the ship-owners) issued a list of regulations designed to smash all union contracts and the unions themselves. The fighting response of the unlicensed unions forced, first, the abandonment of the WSA rules, and second, the Board's capitulation to the union demands that existing contracts between labor and ship-owners be underwritten by the Government for the duration of the war.

From the beginning the Marine Cooks and Stewards, the Marine Firemen, Oilers and Watertenders, and the SIU-SUP were bound in a United Front with the slogan of "No retreat!" Other unions, such as the licensed officers, drifted in and out of the United Front, but the four unlicensed organizations fought on with only one goal—the protection of all contracts and

(Continued on Page 4)

#### ATTENTION ALL SHIP'S CREWS

The SIU-SUP has won a guarantee from the Government that all union rights and contracts will be enforced for the duration of the war. However, the seamen must strictly enforce discipline while aboard ship.

The "Statement of Policy" signed by both the SIU-SUP and the Government, provides that there shall be no mass meetings aboard ship for the duration of the war. Each department shall continue to have a delegate and the delegate shall keep a record of all beefs. These beefs are to be settled (in accordance with the union contract provisions) at the termination of each voyage. If the delegate can not settle the beef with the skipper, he is to call in the SIU patrolman for assistance. But remember — no mass meetings aboard the ship, and the beef is to be settled only upon the termination of the voyage.

### Anti-Labor Smith Bill Shelved By Slim House Committee Vote

WASHINGTON, May 2—The Smith-Vinson bill has been laid on ice — at least temporarily—by action of the House Naval Affairs Committee in voting to table it by a slim margin of 13 to 12. The motion was made by Representative Bradley of Pennsylvania.

Before it was carried, Rep. Vinson, committee chairman, tried to persuade the committee to report out a greatly

modified version of the bill dropping all the anti-union provisions. This maneuver would have allowed anti-labor Congressmen like Smith of Virginia to re-inject the union-busting features in the form of amendments from the floor.

The bill, which would have outlawed union contracts containing overtime pay for overtime work and union security clauses, met immediate and sustained opposition from labor and other progressive groups and individuals all over the country.

A similar retreat by anti-labor forces was carried out in the Senate, when Texas polltaxer Connally withdrew his bill to freeze the open shop and outlaw all labor progress.

Connally's withdrawal was covered by a great deal of flowery language and some sharp cries of pain from bitter-enders and isolationists like Senator Byrd (also a polltaxer) of Virginia and Senator Taft of Ohio.

The fact that the House bill was blocked in committee and the Sen-

ate bill withdrawn by its author does not mean that both bills are dead.

The anti-labor group in Congress is still there. Their main object—smashing the labor movement—still remains.

These men voted against labor by voting for the bill:

Andersen (Calif.), Bates (Mass.), Cole (N.Y.), Drewry (Mo.), Jenks (N. H.), Johnson (Calif.), Maas (Minn.), Mott (Ore.), Rivers (Ga.), Sasser (Md.), Vincent (Ky.), Vinson (Ga.)



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## Out of the Focs'l

by  
 J. L.

The NAMARIB & NORWALK are two lucky Lakers, which have escaped torpedoing in convoy and aerial bombardment. On their last voyage we thought both were lost, but they reached port safely even though they were overdue. Having two warriors like Gene Braden and Bruce Darcy aboard just makes those ships lucky. We hope that they can continue being lucky.

△ △ △

It is encouraging to see all of the Hoffman Islanders coming to the Hall and showing Union aspirations. If half of them become good Union men the brothers will be satisfied.

△ △ △

Joe Arras keeps asking us for news of the ROBIN ADAIR . . . As no definite information has reached Headquarters, there is nothing that we can report . . . Scotty dropped in to tell us, what a great guy, Danny Hay was . . . Lester Van Horn (one of Collins' pals from Philly) dropped in to say, Hello . . . Patrolman Sweeney & Fischer are glad to report that the old GEORGE WASHINGTON is crewed up. They had one grand headache.

△ △ △

Gus Johnson and Ray Sweeney are not rooming together anymore. One accuses the other of making him like his drinks. Sweeney says it's much cheaper to live in New York than in Mobile.

## Seamen Urged to Get Their Passports At Once

The deadline for the new passports which all seamen must carry, is July 1st. However, it is more than probable that a last minute rush will swamp the State Department unless all unlicensed men cooperate and obtain theirs immediately.

Ira F. Hoyt, Passport Agent for the State Department, has drawn up a list of requirements and suggestions that will help in obtaining a passport with the least amount of lost time. Here they are:

- (a)—Seaman's papers.
- (b)—A native born citizen should present his birth or baptismal certificate. A naturalized citizen should present his naturalization certificate or the certificate of the person through whom he claims United States citizenship.
- (c)—Fee of one dollar.
- (d)—Two passport photographs not less than 2½ nor more than 3 inches square in size. The photographs must be full face, on thin paper with a light background and the back of the paper must not have a glazed surface. Therefore, the machine photographs are not acceptable.

The witness has been waived as the seaman's photograph is attached to his seaman's papers and the permit from his draft board to leave the United States has also been waived.

The only papers we are required to take up when a seaman applies for his passport are the old style seamen's certificates that were issued by the Collectors of Customs, and an affidavit should one be submitted to prove a seaman's birth in the United States.

The most advantageous time for the seamen to come to the Agency is between 9:00 and 11:00 a.m. The office hours are from 9:00 a.m. to 4:30 p.m. and on Saturdays from 9:00 a.m. at 12 noon. The New York office is in the Sub-Treasury Building, Wall and Nassau Streets.



Mr. Glump can't speak now. He's having hysterics for fear his salary will be reduced to \$25,000 a year.

## War Provides Many Opportunities For Boosting Ratings

The shortage of trained seamen has forced the Government to reduce the sea time requirements for AB and Firing tickets. It is to the Union's and the individual seaman's advantage to obtain the highest possible rating. All men should read the following rules and regulations carefully. They have been drawn up by the U. S. Coast Guard.

"Wartime Regulations—Able Seamen: Persons otherwise qualified who are eighteen years old or upward may be rated able seamen.

"Able Seaman Certificate, Unlimited (green). A seaman holding this certificate is eligible to serve thereunder as Able Seaman in any vessel on any waters. A candidate who passes the prescribed professional and physical examination may be certificated as Able Seaman, Unlimited, after nine months' service on deck, at sea, or on Great Lakes, in vessels (including yachts and whaling vessels) of 100 gross tons or over, or in decked fishing vessels or United States Government vessels of any tonnage. Any seaman lawfully in possession of one year (blue) Able Seaman Certificate or the eighteen months' Great Lakes Able Seaman Certificate shall be eligible under the authority of such certificate for the same unlimited employment to which he would be eligible under the Able Seaman, Unlimited (green) Certificate.

"Great Lakes Able Seaman Certificate (blue). A seaman holding this certificate is eligible to serve thereunder as Able Seaman in any vessel on the Great Lakes or lakes, bays or sounds. A candidate who passes the prescribed professional and physical examination may be certificated as Able Seaman for Great Lakes and lakes, bays or sounds, after six months' service on deck, at sea, or on the Great Lakes or lakes, bays or sounds, in vessels (including yachts and whaling vessels) of 100 gross tons or over, or in decked fishing vessels or United States Government vessels of any tonnage. A holder of Great Lakes Able Seaman Certificate (blue) may, after examination, be certificated as Able Seaman, Unlimited (green), after obtaining six months' service on deck, at sea, or on the Great Lakes, in vessels (including yachts and whaling vessels) of 100 gross tons or over, or in decked fishing vessels or United States Government vessels of any tonnage, in addition to the service required to obtain the Great Lakes Able Seaman Certificate (blue). A holder of Great Lakes Able Seaman Certificate (blue) may qualify for Able Seaman Certificate, Unlimited (green), as provided in paragraph 2.

"Able Seaman Certificate, Miscellaneous (blue). A seaman holding this certificate is eligible to serve thereunder as Able Seaman in freight vessels of 500 gross tons or less on bays or sounds, and in tugs, towboats and barges on any waters. A candidate who passes the prescribed professional and physical examination may be certificated as Able Seaman, Miscellaneous (blue), after six months' service on deck, on any

(Continued on Page 4)

### TSK, TSK

New York, May 2—Proposals for a \$25,000 limit on individuals' income have thrown the Park Avenue millionaire set — and their real estate agents — into deep gloom.

The New York Times reported that the limit will "affect adversely the renting of the luxury-type apartments that have been costing the tenants \$5,000 or more a year.

"Although some leases up to about \$10,000 a year have been signed recently, activity in this class of apartment has been slowing down, brokers admitted."

## A.F.L. RADIO UNION WINS U.S. LINE POLL

The Radio Officers' Union, Marine Division Commercial Telegraphers Union, affiliated with the American Federation of Labor, won the final victory in a National Labor Relations Board election held among the Radio Officers employed on vessels of the U. S. Lines Company, one of America's largest steamship lines.

The ballots were counted in the office of David Schatzow, N.L.R.B. Examiner, 120 Wall Street, yesterday. The final vote was: Radio Officers' Union 11; American Communications Association 10.

The United States Lines Company prior to the present war was operator of S. S. AMERICA, the largest steamship ever built in American shipyards, in addition to the MANHATTAN and the WASHINGTON, famous trans-Atlantic passenger vessels. In addition the Company operated an inter-coastal passenger service which consisted of at least six well-known American-flag vessels. It also operated the American Merchant Line in the trans-Atlantic service between New York and the United Kingdom, and the American Pioneer Line with approximately fourteen vessels running to India, Australia and the Far East.

The controversy between the Radio Officers' Union, A. F. of L., and the American Communications Association, C. I. O., has been very bitter at times, and resulted in temporary tie-ups of many ships along the waterfront due to the supporting action of the ACA by the National Maritime Union. The present controversy in the U. S. Lines dates from the late summer of 1939 when the Radio Officers' Union filed a petition for an election. This petition was dismissed by the Board. Another petition was filed in the later summer of 1940, and a final hearing held on December 12th of that year.

## Log Donations

Jack Vorel Ex. Bos'n from the S.S. Delbarsil was fired unjustly, after hollering around and taking the beef to the Conciliator for adjustment, our sterling hero came up with a pocket full of dough, Result Log. \$10.00.

The S. S. Pan Orleans was recently afflicted with a pair of very, very ambitious Mates, result, doing sailor's work, result \$5.35 for the Log and two wiser Mates.

"ARMY"



WHAT'S DOING

# Around the Ports

MOBILE

By

OLDEN BANKS

Things will soon be on a normal course around this port. Will be crewing up the "Blenheim," the latest addition to the Waterman Fleet, and that will complete the layed-up ships in this port, for guns and other repairs. For the last three or four months we have been crewing up from one to three ships every week and that's no week-end vacation, when every seaman ashore is heading for the shipyards. You approach any seaman you can lay your eyes on and try to sell him a job on a ship and the answer is all the same, "I made so and so much money last week and I am not ready to ship out yet, but I will be shipping out soon."

Now this does not advance the Union's percentage any and there will have to be something done about it by the Union. These gents that are so enthusiastic about shipyards will be flocking back to the ships when this building program is over and then the men that are sailing the ships now will have to have some policy or program to handle these "shipyard sailors," or they will push you completely off the ships, the same as they did in the last World War. After the shipyards were closed down the "shipyard sailors" came back to the waterfront looking for ships. It was very easy for the shipowners in conjunction with the Shipping Board to force the Union into a lockout in 1921 because there was no centralized shipping through the Union Hall in those days. You went out and secured your jobs the best way you could, through the crimp joints or any other rat joint that you could get a job from. That is what the ship operators, in conjunction with the Maritime Commission, along with the NMU are working for now. Therefore, if the Seafarers' International Union of North America does not keep on deck with a good look-out at all times, we will find ourselves back in the same boat. Remember that it is every man's responsibility in this Union to do everything that he possibly can to avoid this hazard. One of the most outstanding features in this show is to keep the ships sailing with Union Crews, don't forget this one thing.

Last week we had the "Warrior" alongside the docks for four days waiting for seamen from any place, but no takers. Could not get any men from New Orleans as they had two or three Army Transports in there and a few other ships to furnish crews for. So, that was out.

Just heard a rumor from good sources that the Alcoa Steamship Company was transferring their headquarters to the Gulf. Can't say what there is to this for a while yet, but if its so I guess we will have some more headaches.

PROVIDENCE

By

J. E. LAPHAM

Have been talking to one of the Doctors about blood banks, and that gives me a thought that all seamen should have a brass tag on them at all times with name, address, and type of blood, so in case of any accidents it will be easy for the doctors to give transfusions if the case needs it. Some times it has to be done in short notice and any delay may prove fatal to the injured seaman.

Plenty of jobs coming in but the next thing is to try and find any rated men. Have sent several to get the endorsements, they made out O.K. Have started quite a few up to get Seaman Passports, no trouble on that score.

The New England Steamship Company has two boats on the run now that took quite a few off the beach. And another thing is that injured seamen from torpedoed ships should get some compensation, for time in hospital — and from loss of limbs and such. They should get the same as any war veteran as they are as important as the Army or Navy men.

PHILADELPHIA

By

JOSEPH FLANAGAN

This week brings the news that forbodes naught but evil for we who sail the seven seas. Proposals from Land and Knox that the Navy take over the operation of the personnel on all Merchant Ships. We wonder what can be gained outside of breaking our Unions by this move. The Navy have men on these ships now, and as much as we don't like it, the ships are being sunk. This is no implication that the Navy men are unable to prevent the sinkings, as we are convinced there would have been a whole lot more ships sunk if we didn't have them on them, but what can be gained by putting the crews in uniform. They function pretty good now without the brass buttons. May Land and Knox be blessed by the Shipowners for their untiring efforts in their behalf. Perhaps they think a uniform will scare the subs away.

The membership here came through in grand style, and in no uncertain terms, let the powers that be know they resented any move that would infringe on their bargaining rights and agreements. Forty-two telegrams were sent from the various ships and members at this port, and more will be sent if need be. We have hopes that our President will see the logic of these men's requests.

Many of our Local Brothers have limped, crawled, or otherwise hove to this busy port. Brother Casey Jones came in with sugar in his blood, the result of indulging in too much molasses involentarily. A

girl friend of his described it as something you find in a smoke house in his blood. Of course, she was only kidding, and gals will be gals. Brother Walt. Lebon who had the distinction of being the last one picked up on one of the torpedoed ships was the first one to ship out again. His only remark concerning his experience was "(It was the best swim I had in years)" But when he heard about what they were trying to do to the Union in Washington he had plenty to say. Brother Wilkinson, the champion pot rassler from Philadelphia, gave us a vivid discription of the bombing of an Australian Port in which his ship was lost. Only six of his shipmates have been accounted for so far. Jimmy Nolan arriving here as council passenger one day and shipping out the same day, is sort of a record. His original ship was sunk. Most of the members who have come here are from some torpedoed ship or had some experience under bombing, but they are all shipping out again as soon as they can. Where does Land get that Navy stuff. All in all the morale of our membership is high. Let's hope nothing happens to break it.

As an afterthought I may also add that shipping is excellent here yet and will continue to be so. Footloose Brothers should stop at this branch in their travels. Maybe they may spot something they like on the board.

NEW ORLEANS

By

"ARMY"

So the Navy has taken the ships, so the Editors around the country are very, very emphatic about the needs and requirements for maintaining discipline aboard the merchant Marine.

In the latest blurb from some cushy picard he states that the only difference between the Merchant Marine and the Navy is that the Merchantman makes more money and has better conditions. I wonder when the same picards will be honest enough to show the comparative casualty list between the Navy men and the Merchant Marine. What Merchant ships sailing up and down the coast have planes aboard to protect themselves, have the speed of the slowest of the Battlewagons, add all this up and it makes the above statement sound ridiculous to say the least.

The Merchantmen of the American Merchant Marine are not asking for a lot of cheap publicity, but when the people that never looked over anything more threatening then the polish on a big executives desk, sit back on their padded fannies and tell the world that what the country needs is more discipline in the Merchant Marine, it is about time that they should be forced to either make a trip on the Merchant Marine or

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even take a cruise in The Navy. There is no quarrel between the Merchantmen and the Navy sailors, just a lot of disgust for the profiteers smoke screen, which in plain every day America works out to only one thing, that is this: THE ONES MAKING THE MOST NOISE ABOUT ALL OUT AID, ABOUT DISCIPLINE, ARE THE ONES WHO ARE FEATHERING THEIR OWN PRIVATE NESTS VERY, VERY WELL.

Before ringing off on this squawk, would like to remind the boys that the Navy boys are trained for the job they have to do, which is not operating cargo vessels with under-manned crews. Remember the boys in the Navy didn't go through the first of the thirty's when we seamen were dogs to be used, then sent back to our kennels. Since thirty-four we have moved up a little, in fact, now we are just about even with the stables. Our angle from here out is to move into the scheme of things where we will be recognized as a skilled craftsman who is essential to our Nation in times of Peace as well as war. As Andrew Furuseth said TOMORROW IS ANOTHER DAY.

## Armed Guard Placed On Lake Freighters

Armed Coast Guardsmen are being placed on virtually all American ore freighters plying the Great Lakes.

The Guard's district headquarters announced today that principally as a precaution against sabotage, a detail of two to four men under a petty officer would be assigned every United States vessel moving through the Detroit, St. Clair and St. Mary's Rivers, Lake St. Clair, and the Sault Ste. Marie (Mich.) locks and harbors.

The nearly 300 freighters moving through these restricted waters normally haul from upper Lake ports some 85 per cent of the iron.

## DO NOT SHIP

OBEDIAH COMBS ..... PERMIT

## PERSONALS

HENRY MORGAN (A.B.)  
Miss Margaret McLaughlin has urgently requested that you get in touch with her. Her address is 2040 Wallace Street, Philadelphia.

## Seafarers' Log-

# HONOR ROLL

A. BEATON	2.00
H. KELLY	2.00
D. MALLETT	2.00
R. JACOBSEN	2.00
C. PARSONS	2.00
JACK VOREL	10.00
B. TOFLEWITZ	3.00
CREW S. S. PAN ORLEANS	5.35
W. BRADY	1.00
E. VON TESMAR	.50
J. WULZEN	1.00
E. BLAKSTAD	1.00
R. HEGEMAN	1.00
C. E. WULFF	1.00
B. DE BROUK	1.00
P. D. VELEZ	1.00
J. P. CAMPBELL	1.00
A. GOLDSMIT	2.00
P. SWIFT	1.00
A. JEPSON	1.00
F. W. SWEDER	1.50
R. L. CARD	1.00
A. ACKERMAN	.80
ANONYMOUS	1.00

\$45.15



# Contracts Retained

(Continued from Page 1)  
 their enforcement throughout the war.

Not only did the unions have to fight the predatory shipowners and their brass hat allies, but also the Stalinist false-leaders of the NMU. When the War Shipping Administration first drew up its union-busting proposals, the NMU appeared with a companion proposal which was dressed up in nicer language, but would have broken the unions just as surely as the original plan.

The Stalinist-NMU leaders kept howling for a "Personnel Board" which would have power to man the ships irrespective of Union contracts and hiring halls. They wanted another Board that would have the power to throw out the window any clause or contract that "interfered with the war effort." They spared no effort to sell the unions down the river in the hope of benefiting the Stalinist clique at home and abroad.

During the past 4 weeks, the NMU leaders were no where to be seen in Washington. The reception accorded their plan by the rank and file marine worker, forced them into a temporary retirement. But they hadn't given up their dirty work. They kept maneuvering behind the scenes, trying to sell their program to the bosses and Maritime Commission. And don't think for a minute that the shipowners and their paid politicians wouldn't have liked to have taken the NMU program! The only hitch was that they knew damn well they could never shove it down the throats of the seamen and their rank and file unions.

One of the tricky little clauses which the NMU inspired and which was immediately picked up by the shipowners, was the demand that all maritime wages and working conditions be made "uniform." The NMU's interest in

such uniformity is obvious—their contracts don't run in the same race with SIU-SUP-MCS-MFOW contracts. Through all their years of hotel room deals with the shipowners, the Stalinist have never been able to obtain the wages and conditions won by the SIU-SUP. The NMU saw a chance to knife the SIU in the back and to have the shipowners do their dirty work for them.

Even today, after the fight has been won by the other unlicensed unions, the NMU continues to try to sell-out its own membership. The Statement of Policy, as printed in full on the front page, is binding only between the Government and the MCS, MFOW, SIU and SUP. The Stalinist are still trying to set up Boards that will have authority over their own membership. Their job will be more difficult now that their own rank and file knows a little of the score. It's one thing to force a finky program upon the entire industry, but it's something else to sell your own membership down the river after other unions have won safeguards which insure them security.

Whether or not the NMU leadership will subsequently come out in favor of our program, whether they will blast and continue their sell-out tactics, or whether they will modestly take credit for all that has been won by the rank and file... one thing is certain: These developments have been a blow to the Stalinist. Their false leadership stands revealed before all honest seamen and unionists. They have been playing the shipowner-brass hat game fast and loose. They were defeated, not because they weren't masters at intrigue, but because intrigue was not enough. They had to wage the final stages of their sell-out battle in the open. Once a sea-going stiff can see and smell a deal—he knows whether it's finky or not.

# Boost Your Rating

(Continued from Page 2)  
 waters, in any vessels of any tonnage. A holder of such certificate may, after examination, be certificated as Able Seaman, Unlimited (green), after obtaining six months' service on deck, at sea, or on the Great Lakes, in vessels (including yachts and whaling vessels) of 100 gross tons or over, or in decked fishing vessels or United States Government vessels of any tonnage, in addition to the service required to obtain the Able Seaman Certificate Miscellaneous (blue).

The provisions of §138.3 (a-ccc) in conflict with the provisions of this paragraph are superceded for the duration of the war and six months thereafter.

The certificates issued under the authority of this paragraph shall be marked or stamped: 'Unless sooner invalidated this certificate shall expire six months after the termination of the war.'

**Wartime Regulations—Qualified Member of the Engine Department—**(1) A certificate of service as Qualified Member of Engine Department may be issued in the rating of oiler, watertender, and fireman, after examination and on a showing by the applicant of at least two months' service in the engine department of any vessel on any waters. An applicant for a certificate of service as Qualified Member of Engine Department in any other rating may be examined therefor without a showing of any prior service in vessels.

# STATEMENT OF PRINCIPLES

(Continued from Page 1)

require for example, preference for employment or use of hiring halls, the Agent would be required to procure men in accordance with the contracts.

## II. Wages and Working Conditions.

Inasmuch as base wages, emergency wages, overtime rates, bonuses war risk compensation, repatriation and allotment conditions have been generally equalized in East Coast, West Coast and Gulf Collective Bargaining Agreements, which agreements have established equitable practices and standards in manning the American Merchant Marine now necessary to furtherance of the war effort, it is therefore agreed that the existing Collective Bargaining Agreements, including the wage scales therein contained, be frozen for the duration of the war.

## III. Discipline.

The conditions aboard ship, including common hazard and peril, in wartime require the highest standard of order and discipline. To accomplish this purpose, the unions agree to cooperate fully with the War Shipping Administration as follows:

1. Maintenance of the authority of the Master and of discipline including strict and prompt enforcement of laws relating to conduct aboard ship.
2. Elimination of crews' mass meetings, crews'

committees and other similar meetings of groups aboard ship. However, one man in each department will be recognized as the spokesman for that department, but all disputes shall be settled only upon termination of voyage in port where shipping articles are closed.

3. It is understood that all disputes will be settled through the regular machinery now in existence under the collective bargaining agreements between the unions and the steamship operators.
4. Without waiving the right to strike, the unions hereby give firm assurance and guarantee that the exercise of this right will be absolutely withheld for the duration of the war.

## IV. Duration.

This statement of Policy will remain in effect as long as the War Shipping Administration has jurisdiction of vessels of the American Merchant Marine. (signed May 4, 1942—Washington, D. C.)

V. J. MALONE, MFOW&W;  
 JAMES W. BURKE, MCS

JOHN HAWK, SIU  
 HARRY LUNDEBERG, SIU-SUP

E. S. LAND, ADMINISTRATOR  
 WAR SHIPPING ADMINISTRATION  
 EDWARD MACAULEY, COMMISSIONER

# The S.S. "Sandwich"

(Continued from Page 1)

tain said we would have to make out the best we could. When we reached the cold weather we found there was an insufficient number of blankets on board the ship for the entire crew. For the last three weeks we had no clean linen.

After the arrival in Maine the Company refused to give us cash for transportation at the pay off and we found there was some kind of reduced rate coach tickets. We refused to accept these tickets and held up the pay off. We contacted New York agent and requested him to send patrolmen to Portland. A short while after, agent Mogan and Patrolman Sweeney arrived and worked on this beef for two days. The Company stood firm and would not allow the cash for transportation. (We had inserted in our articles "First Class Transportation, wages and Subsistence back to the Port of Signing on.") Finally the crew agreed to pay off and go back to New Orleans and try to collect our transportation from the Company there).

All hands and the cook quit the vessel upon arrival and are heading for New Orleans, a sadder but wiser crew.

This story was read and verified by all members of the crew whose names are appended hereto:

- Ernest Gottsch ..... No. L 391
- James Flemming ..... 6031
- Clifford Bourne ..... G 22
- Stanley Taylor ..... —
- John Finn ..... 7413
- Henry Thompson ..... 1765
- William Davis ..... 7557
- Gus Nenos ..... P 6110
- Edward Descheneau ..... 21427
- Martin Battle ..... 7035
- Natt Newsome ..... 5706
- Otis Howell ..... 3791
- M. Foster ..... 112
- John Williams ..... 4710
- L. Fuselier ..... G.69
- E. Navarre ..... 20840
- John Reed ..... G.120

# Some Memories of a Gov. Fink Hiring Hall

When I read about the attacks upon our hiring hall, I remembered a little scene I saw some years ago. Here it is:

Two seaman walked into the U. S. Shipping Board on the Embarcadero in San Francisco, Calif. One of the Seaman had a record of 15 years service in the various companies on the west coast, the other had just gotten his A B ticket and the ink was still wet. Both men proceeded to contact the clerk in the office, a politically appointed individual who was assuming his best dignified pose and gruffly asked, "what do you men want?"

To this somewhat gruff question, they stated that they had come in looking for a job. The clerk replied, "We have no jobs so you better be going as we don't allow loitering around here.

At this point of the interview one of the men, the one with the new AB Ticket that the ink was still wet on, said, "But, Mr. Clerk, I have a letter from a certain S.S. Company—and I was directed to give this to the Manager of the Shipping Board Sea Service Bureau and I was also told that if I did not get a job I was to have you sign this letter and bring it back to him. Now if I don't comply with his request how is the Captain of that certain S.S. Company going to know whether or not I have been here." The man, with the brand new Ticket was politely ushered into the inner confines of the shipping board office and after being in there for 15 minutes or so, came out smiling with a shipping slip in his hand and a big smile on his pan and this was his parting words:

"Thanks very much for everything, and I won't forget you on my return and then I will thank you in a more material manner."

Well, the old-timer got a little hot under the collar and proceeded to tell the clerk that he was an American and also a taxpayer and

that he was entitled to the same treatment that the other fellow got and to this the clerk told him to leave the office. The old-timer refused and the clerk telephoned the police, and on the arrival of the protector of the law the man was told to beat it. He refused and restated his rights. With this the clerk promptly went into the inner sanctum and produced a record where this old-timer had been on this ship and that ship and that he had done this and that and in his opinion he was a trouble-maker.

Well the policeman acting on the advice of the Shipping Clerk, who by the way, was a political appointee, proceeded to take the poor old-timer into custody, and naturally the charge was, as usual, vagrancy and disturbing the peace. NOW LET US SEE WHAT HAPPENS TO THE SAME OLD-TIMER IN THE UNION HALL

The old-timer comes through the door and he is challenged for his Union Book. He produces same he is told to register, which he does. He starts to ask questions and instead of being told to leave, he is offered a chair and everything is explained to him. He is not told to shut up and no cop is called to arrest him and no one treats him with discourtesy. The dispatcher that registers him on the Rotary shipping list is a man that he had the opportunity of either voting for or against. He is helping to pay that man's salary and anytime that the dispatcher treats him or any other member other than that as a Union or Fraternal Brother, well, he has the opportunity of telling him just what he thinks of him without fear of being ejected or arrested. And last, but not least, when it comes his turn to ship out, no one comes from a Steamship office with a letter and takes the job right out from under him, as was the case in the past. Oh, yes, we have done something when we eliminated the above evil.

HARRY COLLINS