

**SECURITY
IN
UNITY**

SEAFARERS LOG

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



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Pilot Attack On SIU Reveals Desperation Of Curran & Co.

Attention All Stewards Department Men

Turn to page two for a complete analysis of NMU, MCS and SIU Stewards Department contracts on freight vessels. Read the facts which prove that the SIU leads the industry in winning conditions for your department.

Joe Curran and Company are headed for the skids! If anyone still doubts that there is a deep rift between the Stalinist leadership of the NMU and the rank and file, let that person get the December 3rd copy of the *Pilot* and read the hysterical charges hurled against the SIU. In a front page story and in a long editorial on page two, the NMU leadership accuses the SIU of being shipowners agents, of breaking down conditions in

the industry by signing "sweetheart contracts" in the middle of the night, and of generally sabotaging the struggle of the seamen for wages and conditions.

13th STREET ON DEFENSIVE

This outburst by the Curran regime is extremely significant for it reveals the desperate straits in which the 13th Street boys find themselves within the union. They hope to make the SIU a "whipping boy" and di-

vert the attention of the NMU rank and file from the sell-outs of their leaders. The storm of rank and file resentment within the NMU against the double crossings they have received, has reached such proportions that Curran no longer has any hope of crushing it—he can now only struggle to divert its fury away from himself and toward some other group (in this case the SIU).

Stewards Department contract between the SIU and its contracted companies, is a "sweetheart contract" which was negotiated in the middle of the night and is "dangerously lowering the standards" in the industry.

IT'S A SWEETHEART

The facts are: the SIU Stewards Department contracts are the best in the industry, and the new revisions mean even greater improvements. If raising a Steward's wage from \$157.50 to \$212.50, if raising a Cook's wage from \$137.50 to \$182.50, if raising a Baker's wage from \$122.50 to \$152.50 constitutes a "sweetheart contract," then brother "sweetheart contracts" are what we want.

That Curran and Company have chosen the SIU as the focal point of their diversionary tactic shows the real desperation of their case. For years the NMU leadership has given the SIU the silent treatment in the *Pilot*. They hoped and prayed that their members would forget that there was such an organization as the SIU, and that they would never, never compare the wages and working conditions of the two organizations. For Curran to now challenge us on the questions of wages and working conditions can only mean that the beefing of his rank and file is so great that he can no longer ignore the difference between the NMU and SIU contracts, and must attempt to explain away our superior conditions with a smear campaign against the SIU as an organization and against individual leaders of our union.

Curran has the guts (or stupidity) to call our contract "sweetheart" when the Stewards on NMU C1 and C2 ships carrying 150 men or more are receiving \$147.50. **SIU Stewards receive \$65 more per month than do NMU Stewards**, and he screams that we are undermining the waterfront conditions.

What we are doing is undermining the NMU leadership—that's why they scream!

ASKS OUR WAGE

The *Pilot*, in its page two editorial proclaims that SIU wages and conditions are not acceptable to the "rank and file of all seamen's unions." The facts are that not only is the rank and file of the NMU and MCS demanding wages and conditions comparable to ours, but the NMU leadership itself has been forced to make these demands. Curran's campaign for "equal pay for equal work" is a campaign to win from the War Labor Board the SIU scale of wages and overtime provisions.

It's all down in black and white. Turn to page 6 of the Dec. 3 *Pilot* and you find Howard McKenzie listing the NMU's wage demands now pending before the

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MEDICAL EXAMINATIONS

Attended the meeting called by Captain Edward Macauley, Deputy Administrator of the WSA. The proposed medical examination will no doubt be hooked up with the RMO, as Mr. Marshall Dimock was chairman of the meeting.

Three doctors from the Public Health Service outlined what they felt should be the standards. They were Drs. Blain, Fuller and Ossoford.

Dr. Ossoford and Dr. Blain seem to have a better and firmer footing as to what form of an examination would be better to safeguard the health of the crew. Dr. Fuller from all indications is out on some kind of an experimental expedition. One of his statements was that a seaman may be able to sail coastwise, or to South Africa, but would not be allowed to sail the North Atlantic. Upon being pressed for a full statement on his reasons for this, his answer wasn't a very convincing one—asthma, etc.

Asked him how a doctor would know during the war just where a ship was going, and how any doctor would be qualified to determine what run a seaman could sail on, that is if he had asthma, or some other ailment, when the Master of the vessel does not know where his vessel is bound for. His answer on this question was very vague, and did not make any sense.

Brought up the old angle that the shipowners used to blackball men. The high blood pressure

angle, and whether seamen under their proposed examination, would be barred from going to sea if they had high blood pressure. He stated that in some cases they would not be allowed to sail.

Asked him how and what effect high blood pressure would have on any person who sails as a bos'un, and did he know what is required of a bos'un on a ship. His answer from all indications, implied that he must have the physical qualifications and be active as a half back. Advised him that any bos'un who is an exhibitionist and raves and rants around a ship's deck, in most cases would not know his job.

In regards to high blood pressure, the union has sent several letters to Captain Macauley, and they weren't answered for weeks at a time. Upon receiving Harry Lundberg's letter protesting the medical examination, Captain Macauley immediately wired an answer to H.L., and followed it up with a letter, in addition he gave a release to the press. He certainly must have high blood pressure, and although I would not agree that he should be fired for hitting the ceiling on reading the letter, he probably should be relieved for his continually bungling of the hiring practices of the industry.

All the unions indicated that they are opposed to any medical examination that would be used to eliminate old-timers and militant men from the industry. No opposition was raised by any

union representative to seamen being examined for venereal disease, or other communicable diseases, but insisted that any seaman who is turned down because he has a communicable disease, measures shall be taken to take care of him until he is cured. Dr. Ossoford promised that they shall be taken care of, and advised the representatives that the Public Health Service is going to set up T-B wards for special treatment of merchant seamen, in the port of New York and San Francisco. When men are nearly cured they hope that the men will go to Fort Stanton to get hardened up. All the expenses to go to Fort Stanton will be paid by the U.S. Public Health Service.

The proposed standards for the medical examination are now going to be further discussed with Captain Macauley by the doctors and they will be sent to all unions for comments.

Received and am still receiving wires on this matter, some of the wires were not sent to Admiral Land. In the future all telegrams should be sent to the head of the government agency involved in the dispute, copies via air mail should be sent to me.

I am of the opinion that the original standard on the medical examination will be modified.

Brice Holcomb, who was formerly a conciliator with the Department of Labor is now in Washington representing the Painters Union (AFL) in which

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ATLANTIC AND GULF SHIPPING FOR WEEK OF NOVEMBER 22nd TO 27th				
	DECK ENGINE STEWARD TOTAL			
SHIPPED	370	200	295	865
REGISTERED	281	216	257	754

Read These Facts And Then Decide Which One Really Gets Conditions

Here Are The Stewards Department Working Rules For Freight Vessels As Provided In The NMU, MCS, And SIU Contracts. YOU Figure Who Is Fighting For [And Winning The Best] Conditions In The Stewards Dept.

*Contract of the
National Maritime Union*

*Contract of the
Marine Cooks & Stewards*

*Standard Contract
Atlantic & Gulf Dist.
Seafarers International Union*

OVERTIME RATE

.85 per hour

Cooks and Stewards85
All Other Ratings75

.90 per hour

HOURS OF WORK

On freight vessels the working day at sea or in port shall not exceed eight hours in a spread of twelve hours and when practicable shall be between the hours of 6 A.M. and 6 P.M.; however, no additional compensation for work shall be approved, or paid, for the performance of regular routine duties pertaining to the Stewards' Department unless ordered to be performed outside regular scheduled working hours (routine duties such as preparing and serving three regular meals, cleaning of quarters, galley, messrooms, stewards' refrigerator boxes, and linen rooms). The provisions of this section relating to hours of work shall apply to the chief steward.

The principle of the eight hour day in a spread of twelve hours is recognized, and the manning scale for the Stewards Department herein agreed to is based upon this principle. It is further agreed no overtime will be paid for serving the three regular meals at regular hours or performing other ordinary work incidental to duties of the Steward's Department work.

The hours of labor for the Stewards' Department shall be eight (8) hours in a spread of thirteen (13) hours while at sea and eight (8) hours in a spread of twelve (12) hours while in port. This applies to freight vessels.

(The NMU calls for 8 hours when "practicable." The MCS endorses the "principle" of an 8 hour day. The SIU contract has no such shipowner escape clauses and words—it is iron-clad.)

SATURDAY AFTERNOONS, SUNDAYS AND HOLIDAYS

In port all work performed on Saturday afternoons, Sundays, and holidays shall be paid for at the overtime rate. If required to work Saturday afternoons and to serve supper, they shall receive a minimum of four hour's overtime and if required to work Sundays and holidays and three regular meals are served, they shall receive a minimum of eight hours' overtime in addition to their regular wages.

If required to work outside of regular schedule or after 6 P.M. on Saturday afternoons, Sundays, and holidays they shall be paid according to the additional hours worked. Should the ship sail before 6 P.M. on Saturday afternoons, Sundays, and holidays overtime shall be paid for the actual time worked prior to sailing; however, only the minimum number of men required to perform the work will be required to stay on board.

In home ports on the Pacific Coast, all work on Saturday afternoons, Sundays and holidays, except on days of arrival and departure shall be paid for at the overtime rate.

The rules set forth in (a) of Section 2 shall also apply in the Port of New York only to vessels in the Inter-coastal North Atlantic Trade; in the Port of Baltimore only to all vessels engaged in the Inter-coastal South Atlantic Trade which do not call at the Port of New York; in the Port of New Orleans only for all vessels engaged in the Gulf Trade; and in the Port of Honolulu only to all vessels engaged in the Pacific Coast Hawaiian Trade.

In lieu of overtime on Saturday afternoon and Sundays in ports other than home ports on freighters, overtime will be paid for work on holidays whether in port or at sea.

(a) The regular overtime rate shall be paid to all members of the Stewards' Department for all work on Sundays and Holidays and work in excess of four (4) hours on Saturdays while the vessel is in port.

(b) On freighters equipped to carry 12 passengers, the Stewards' Department may be reduced on Saturday afternoons, Sundays and Holidays, and only those men required to remain on duty for normal freight ship requirements of the Company shall receive overtime.

(c) On all freight vessels of the Company, except as provided in (b) of this section, the Stewards' Department shall not be reduced on Saturdays, Sundays and Holidays.

(The MCS contract provides overtime only in home ports—and then not on days of arrival or departure. NMU and SIU receives overtime in ALL ports.)

PAINTING

Stewards' Department employees may be required to do painting in all rooms and quarters, except firemen's and sailors' quarters. For this work, personnel of Stewards' Department who actually engage in this work shall be paid extra compensation at the rate of 70c per hour.

Members of the Steward's Department shall not be required to paint staterooms or salons, but may be required to paint such as crew's quarters, messrooms, galley and salon floors and waterways. This rule shall not prohibit employers carrying men to do all such work.

Members of the Stewards' Department shall not be required to chip, sougee, scrape or paint, unless the regular overtime rate shall be paid to members actually engaged in performing the work, for the actual hours worked; however, spotting up with souges shall be done within the regular working hours.

No Overtime

BAKING BREAD

All bread is to be made aboard ship by the second-cook-and-baker within his regular hours.

No Provision

In Continental Ports of the United States bread shall be supplied from shore when available for port use and if not supplied two (2) hours' overtime shall be paid to the Second Cook and Baker for each batch of bread baked.

MEALS IN PORT

For lunches or meals served to officials, guests or shore labor in port, regardless of number, the sum of 30c for each meal served shall be paid and equally distributed to the men actually engaged in the preparation and serving of same.

(\$1.20 for 4 meals)

For lunches or meals served to officials and/or guests numbering from three to not more than six persons, one hour overtime shall be allowed to each of those actually engaged. No extra compensation for less than three guests at any one meal.

When the deck officer orders meals served to longshoremen or other shore labor on board any vessel the sum of thirty (30) cents for each meal served to each longshoreman shall be paid and shall be equally distributed to the men in the Steward's Department actually engaged in the work.

(\$1.20 for 4 meals, under second paragraph)

When extra meals are served to other than regular members of the crew signed on articles, gun crew, passenger and/or pilots when carried, overtime shall be paid to not exceeding three (3) members of the Stewards' Department at the rate of one (1) hour each for every four (4) meals prepared and served.

The amount of extra meals served shall be totaled and computed in accordance with paragraph (a) of this section at the end of each voyage.

(SIU contract adds up to \$2.70 paid for each 4 meals served.)

MIDNIGHT SUPPERS

Employees actually engaged in preparing and serving hot midnight suppers shall be paid two hours' overtime for same.

No meals or coffee will be served to anyone other than crew without written authority of the Master or officer in charge. Cooks, Messmen or those engaged in serving 9:00 p.m., 12:00 midnight or 3:00 a.m. hot lunches will be allowed three (3) hours' overtime each for preparing and serving each lunch. Two Messmen will serve 9:00 p.m., 12:00 midnight or 3:00 a.m. cold lunches and will be paid two (2) hours' overtime each for preparing and serving each lunch.

Members of the Stewards' Department actually engaged in serving hot midnight or 3 A.M. lunch are to be allowed three (3) hours' overtime each for preparing and serving same and when serving lunch at nine (9) P.M., two (2) hours' overtime shall be paid for preparing and serving same.

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MORE FACTS ON NMU, MCS & SIU CONTRACTS

(Continued from Page 2)

CARRYING STORES

Members of the Stewards' Department shall not be required to carry on board heavy stores, provisions, and laundry. However, members of the Stewards' Department shall be required to carry on board working stores within their regular working hours. They shall also be required to stow away all stores and provisions placed on board by a shore gang, longshoremen, or the Deck Department and placed convenient to refrigerator boxes and storerooms, without payment of additional compensation if performed in their regular hours of duty. They shall also stow away all laundry placed on board by longshoremen or the Deck Department.

Members of the Steward's Department shall not be required to carry heavy stores and provisions except laundry on board, but all stores and provisions shall be stowed by the Steward's Department.

(a) Members of the Stewards' Department shall not be required to carry any stores or linen to or from the dock, but when stores or linen or delivered to storeroom doors, meat or chill box doors, they shall place same in their respective places and overtime shall be paid for such work to all men required to put in more than eight (8) hours' work that day.

(b) Daily supplies of provisions such as milk, bread and vegetables shall be stored away without the payment of overtime.

(Overtime is paid for ALL work under paragraph (a) of the SIU contract because this is not considered routine work.)

MANNING SCALE

There shall be no change in the present manning scale of the Stewards' Department. On freight ships in trades where occasional passengers are carried, the members of the Stewards' Department serving such passengers shall be compensated by an amount equal to five dollars (\$5) per passenger for the trip provided the trip does not exceed five days in duration. In the event the trip exceeds five days in duration then each member of the Stewards' Department engaged in serving the passengers shall receive five dollars (\$5) per passenger per trip. However, the owner shall have the option of placing additional men in the Stewards' Department when deemed necessary, and when so assigned no extra compensation will be paid for such service to passengers.

No Extra Compensation Provided.

It is agreed that meals served passengers will not be considered extra meals.

When passengers are carried it is agreed that if one to three passengers inclusive are carried, one (1) hour overtime per day will be paid to each of four (4) members of the Stewards' Department (including the Steward). If four (4) or more passengers are carried the payment shall be two (2) hours' overtime per day.

This section does not apply to those freighters regularly carrying passengers where the Stewards' Department Personnel exceeds six (6) persons.

DELAYING OF MEALS

No Overtime

No Overtime

When meal hours are delayed or shifted on account of crew being occupied and unable to eat at their regular meal hour, all necessary members of the Stewards' Department will be paid at the regular overtime rate for the time delayed.

LIGHTING STOVES

No Overtime

No Overtime

On vessels which still have coal burning stoves, the man who starts the fires in the morning shall be given one-half (1/2) hours' overtime each day.

CLEANING MEAT BOXES

No Overtime

No Overtime

Overtime shall be paid to all members of the Stewards' Department actually engaged in cleaning meat box and chill boxes.

SORTING LINEN

No Overtime

No Overtime

Work performed by any member of the Stewards' Department, other than the regular routine work as defined in this agreement, shall be paid for at the regular overtime rate. This clause is added due to the fact that the Stewards' Department has a required amount of routine duty to perform within their 8 hours. Sorting and counting linen, cleaning spare rooms not occupied by crew or passengers, shall be paid for at the regular overtime rate.

SHIFTING SHIP

No Overtime

No Overtime

The day vessel arrives from sea at a port of call shall be considered the day of arrival, and any subsequent moves from that port occurring in inland waters, bays and sounds, shall be considered as shifting ship and overtime shall be paid for Saturday afternoons, Sundays and holidays.

WAGES — OFFSHORE

(ALL WAGES INCLUDE BASIC SCALE PLUS EMERGENCY INCREASES)

Chief Steward	\$147.50	Chief Steward	\$152.50	Chief Steward	\$157.50
Chief Cook	132.50	Chief Cook	137.50	Chief Cook	137.50
Second Cook	117.50	Second Cook	122.50	Second Cook	122.50
Messman	87.50	Messman	87.50	Messman	87.50
Crew Messman	82.50	Crew Messman	82.50	Utility	87.50

WAGES — COASTWISE

Chief Steward	\$140.00	Chief Steward	\$152.50	Chief Steward	\$157.50
Chief Cook	125.00	Chief Cook	137.50	Chief Cook	137.50
Second Cook	110.00	Second Cook	122.50	Second Cook	122.50
Messman	80.00	Messman	87.50	Messman	87.50
Crew Messman	75.00	Crew Messman	82.50	Utility	87.50

All provisions in the MCS and SIU contracts apply to both offshore and coastwise runs. However, the NMU gets overtime for Saturday afternoon, Sundays and holidays on coastwise run *only* when the ship is in its home port — and not then on days of arrival and departure. These finky rules apply to *all three departments*. The NMU contract reads as follows:

Recognizing the critical economic situation which confronts the coastwise trade, and the absence of any Governmental subsidy, it is distinctly understood and agreed that the following provisions shall apply on "days of arrival" at all ports other than the home port, on all vessels engaged exclusively in the United States Atlantic Gulf and Puerto Rican coastwise trade (that is, all such vessels not touching any foreign ports).

Section 1. Days of Arrival. When "days of arrival" fall on Saturdays, Sundays or holidays, the watch on duty shall not be paid overtime for the normal watch duties. In the Deck Department normal duties shall include gangway or anchor watch.

The boatswain and carpenter shall perform their usual duties in connection with mooring and unmooring between the hours of 8 A.M. and 5 P.M. on such days of arrival without payment of overtime.

In the event of a vessel sailing on day of arrival, the above conditions shall apply.

Section 2. The oiler on watch, if not required in the engine room, shall oil and care for the deck machinery while cargo is being worked, on such days of arrival, without payment of overtime.

Section 3. Working Hours, Stewards. The Stewards' Department personnel shall perform their normal duties within eight hours on freight vessels, and on passenger vessels if no passengers are on board,

without overtime, on such days of arrival except that if passengers are on board, all members of the Stewards' Department shall work their regular sea schedule of hours without the payment of overtime; provided, however, that no maintenance or repair work shall be performed on Saturday afternoons, Sundays or holidays of such days of arrival without payment of overtime, and provided further, that all work performed by Deck or Engine personnel in excess of regular eight hours and all work performed in excess of regular hours of duty in Stewards' Department, shall be paid for at the regular overtime rate.

Dushane's Report On Washington

he is a member. Made several decisions on SIU cases. Know the membership wishes him luck in his new job.

REPORT OF DECEMBER 8, 1943

December 15th is the final wind up to compute and file your amended income tax, if the tax was under estimated from the September 15th report made to the Internal Revenue.

Internal Revenue penalizes a person six per cent if they under estimate their tax. If you can't guess your tax within twenty per cent, you will have to fish out the penalty. Internal Revenue states that ignorance of the law excuses no person. Listing the four categories of persons who must file on or before December 15, 1943.

1. Anyone who expects to have during the calendar year 1943 more than \$100 gross income from a source outside of wages which are subject to withholding tax and who also expects sufficient gross income to require filing an income tax return (\$500 for a single person, \$1,200 for a married couple, or \$624 for a married person.)

2. Any single person expecting wages of more than \$2,700 during the year.

3. Any married person or married couple expecting individually or together more than \$3,500 from wages during the year.

4. Any person who was required to file an income tax return for 1942 and expects their wages in 1943 to be less than in 1942.

I know its a headache, but I just thought that a reminder may help to eliminate the payment of a penalty.

MEDICAL EXAMINATION

Admiral Marshall Dimock of the WSA, has sent me a notification that another meeting is going to be held on December Fifteenth, on further discussion of the WSA proposed Medical exam.

Their second proposal also was sent to me. In the first proposal, any seaman who was turned down by a Doctor could go to the U.S. Public Health service for a re-examination—Under the new proposal, "The case shall be decided by the Public Health Service Officer who has been appointed as Port Medical Representative." At the last meeting the majority of the opinion was that in any examination for contagious disease all the Doctors should be from the U.S. Public Health Service, and that they be free from any entanglements with the WSA.

The WSA moving into the picture and trying to compel seamen to submit to a medical examination, wherein the WSA sets up the standard for the exam. This is contrary to the statement of policy signed between the unions and the WSA. I am of the opinion that the standards to be set up is a matter for collective bargaining under the terms of agreements held with the operators, and I feel that the WSA is duly bound to respect the terms of the agreements regarding the examination clause in the Seafarers Atlantic and Gulf district. The SUP agree-

ments contain no clause regarding a medical examination, and I am of the opinion that this is a matter for them to take up with the operators, as it effects the SUP agreement, when they supply men to the operators, and a third party determines whether a person dispatched to a vessel can be employed. This seems to be a violation of our agreements.

There is one way that this move may possibly be beat, a brief submitted to the appropriations committee in Congress may cut off the proposed revenue that the WSA intends to pay the Doctors for every examination. The WSA is now drafting an appropriation for the coming year, maybe Congressmen will see the light, and cut the money bags of the WSA.

PILOT ATTACK

The December 3rd issue of the Pilot carried an editorial, in which yours truly was given a paragraph. Usually a blast in the Pilot is not worth the time to answer, especially when it comes from Blacky Myers.

This article carried the same old bunk about the SIU-SUP being a shipowners set-up, and that we curry favors with them. The record shows that when the SIU members struck the Robin Line ships for an increase in War Risk Bonuses, officials of the NMU dispatched a crew for one of these vessels, and they sailed her to South Africa and return.

The record also shows that when the NMU crews had some of their vessels tied up for an increase in War bonuses, the officials of the NMU, upon returning from a conference in Washington with officials of the Maritime Commission, sold their membership a bill of goods on the Maritime Commission's twenty-five per cent bonus. The SIU-SUP crews were then receiving thirty-three per cent War risk bonus.

Another gander at the record shows that these vultures in the labor movement condemned the SIU-SUP for striking ships for an increase in War Bonuses. However, after the National Mediation Board granted us a War Bonus of eighty dollars a month, these misleaders of labor shouted to high heaven for stabilization on bonuses. That, my friends led up to the present Maritime War Emergency Board. This board was advocated and pushed by the NMU, and it owes its birth and present powers to them.

The record also shows that the NMU supplied crews to the Export Line when another of their (CIO) affiliates, the MEBA, struck the Export Line for an increase in Bonus. The NMU was returned this favor by that company, in that they were granted the same bonuses that the SIU-SUP was then receiving.

This editorial goes on to state, "As Far as the NMU is concerned, conditions which might be acceptable to the SIU are certainly not acceptable to the rank and file of all seamen's unions." I suppose they mean that the conditions now enjoyed by the SIU-SUP, are not acceptable to the NMU.

If that is the case, then the officials of the NMU are again

blowing smoke up their membership alley. They now have a case before the National War Labor Board. It is a request to the board that they be granted the same conditions that the SIU-SUP are at present enjoying.

Will close this with a little information to our new members who do not know me, and may be misled into believing the Pilot's bilge water. In the Fall of nineteen hundred and thirty six I was storekeeper on the S.S. Quirigia of the United Fruit Company. This was the only ship of that company that the crew went out on strike in the port of New York. Was out on the picket line all during the 1936-1937 strike. Shipped out as Bos'un Mate on the S.S. President Garfield in April, 1937.

E. R. Wallace, SIU Agt., Galveston: Your Congressman may send you the Congressional Record free. Subscriptions may be sent to the Superintendent of Documents, Government Printing Office, Washington, D.C. (One dollar and fifty cents per month.)

New England fishermen are still out on strike against the OPA's ceiling prices. Pat McHugh is in town trying to straighten things out. Looks as though Triggs of the OPA, who formerly was a fish buyer is set on letting the fish buyers continue to reap a harvest.

The NMU has been pressing the WSA to get me to go along with them to try and high pressure Congressman Rampsbeck for action on unemployment insurance for seamen. Advised the WSA that I would not walk across the street with the NMU skunks. Will contact Congressmen on this bill with only AFL representatives, and not with the NMU representatives.

Personals

HENRY RUSSELL QUIRK
Get in touch with your sister, Jessie Poiriei, 428 Pleasant St., Melrose.

LORIN F. BOUGHTON
Contact Attorney Ranny Draper, Bank of America Building, Manrovia, California.

IRVING PAULSON
Communicate with Attorney Richard Cantor, 51 Chambers Street, New York City.

MIKE DIKUN
Your papers and discharges have been turned into the Philadelphia hall.

Honor Roll

SS ROBIN DONCASTER	\$15.00
SS WM. MERIDITH	
DECK DEPT.	7.00
SS GEO.	
WESTINGHOUSE	7.00
O. VALLEY	5.00
KEITH BRILL	4.00
L. REAVES	4.00
GEORGE BOOKS	2.00
R. W. JONES	2.00
J. PAPA	2.00
TOTAL	\$48.00

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HARRY LUNDEBERG - - - - - President
110 Market Street, San Francisco, Calif.

JOHN HAWK - - - - - Secy-Treas.
P. O. Box 25, Station P., New York City

MATTHEW DUSHANE - - - - - Washington Rep.
424 5th Street, N. W., Washington, D. C.

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PUBLICATION OFFICE:

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Pilot Attack On SIU Reveals Desperation

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WLB. The NMU is asking for wages and working rules which have been part of the SIU contracts for years.

IN BLACK AND WHITE

Curran and Company have put on paper a lot of wild and loose charges against the SIU—slandorous, all of them. We don't intend to engage in an endless campaign of character assassination (the Stalinists would win in such a fight anyway). What we do propose is to put in black and white a detailed analysis of the SIU and NMU contracts, and to show the rank and file members of the NMU just what sort of a rooking they are receiving.

In this issue, on page two and three, we have analyzed the NMU, MCS and SIU Stewards Department contracts on freight vessels. In future issues we shall break down the contracts as they apply to other departments. We urge all seamen in all unions to study these breakdowns and to understand what they mean. No amount of Curran bull will be able to cover up the fact that the SIU leads the industry in winning conditions for the seamen.

PROPAGANDA NOT ENOUGH

Some NMU rank and filers will no doubt begin to wonder why it is that their outfit, with all its high-power publicity and propaganda departments, lags behind the SIU so badly in winning conditions aboard the ships. It is because it takes more than publicity and propaganda to beat the shipowners. It takes honest and militant struggle on the

waterfront, it takes picket lines, it takes uncompromising opposition to the shipowners and all that they stand for. The NMU propaganda machine serves the political ends of the Stalinist clique which runs the union, but it does not serve the economic needs of the membership—a fact they are rapidly coming to understand.

We don't intend to shadow box with Curran, we intend to place in printers' ink an analysis of our conditions and his conditions. The test of a union is what it does for its members. Let the seamen of all unions read the facts and judge for themselves.

MONEY DUE

VINCENT COSTER: You have 50 hours overtime coming from the Bull Line.

R. H. TAURIN has overtime coming from the Calmar Line. See patrolman Sheehan about it.

R. McLaurin has overtime coming from the New York office of the Calmar Line.

Crew which paid off S.S. Alcoa Voyager in Sept. 1943, has \$10 linen money coming. Collect 17 Battery Place, New York City.

The logging of the Steward's Department of the S.S. Daniel Willard has been reversed by the Commissioner after a lengthy trial. The men involved can collect their extra meal money and log refund from Calmar Line Office.