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# SEAFARERS LOG

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



VOL. II

NEW YORK, N. Y., TUESDAY, OCTOBER 15, 1940

440

No. 16

## West Coast I.L.A. Men Thank S.I.U. for Aid

We have received the following letter from Local 38-86, International Longshoremen's Association, in connection with SIU action in support of the ILA strike in the Puget Sound area. The strike resulted in an NLRB review of the two-year old decision to give Harry Bridges' ILWU exclusive jurisdiction over West Coast Longshoremen.

Port Angeles, Washington  
September 28, 1940.

Seafarers' International Union of North America  
Post Office Box 522, Church Street Annex  
New York, N. Y.

Dear Sirs and Brothers:

In our recent strike, the members of Local 38-86, ILA, had the privilege of witnessing the support that the true union men of your organization can give.

In tying up the PENMAR for fourteen days, we became personally acquainted with many of the men from that ship, and we are truly grateful for the moral and physical support we were given.

Fraternally yours,  
(signed) Floyd M. Cox, Secretary,  
Local 38-86, ILA, Affiliated with the A. F. of L.

## W.C. Firemen, Engineers Hit the Bricks

**SAN FRANCISCO**—A strike tying up forty-six steam-schooners, called by the Marine Firemen, Oilers, Water-tenders and Wipers of the Pacific last Friday, was joined by the Marine Engineers Beneficial Association on Monday. Picketing was organized at once by the unions affected. All other maritime labor organizations have pledged their support.

### Demand Differential

With agreements expiring, the unions affected are demanding from the shipowners wage increases commensurate with the usual differential granted steam-schooner men over off-shore scales.

### "National Defense" Bogey

As is to be expected nowadays, the shipowners are calling upon the National Defense Advisory Council, the Department of Labor, etc., etc., to intervene and break the strike on the grounds that the ships carried lumber and general cargo "essential to the national defense program."

### Unions Alert

Needless to say, the unions are not going to allow themselves to be bamboozled out of their demands by this sort of very common and very fake "patriotism."

### SUP to Act Also

As this is being written, the Sailors Union of the Pacific has not yet taken action. A proposal from the shipowners to arbitrate the demands has, however, been definitely rejected by the SUP. It is to be expected that the SUP will respond to the situation with its traditional militancy.

## Seamen, 21-35, Must Register for Draft

All seamen, 21-35 years old inclusive, are required by law to register for selective service—the Draft—regardless of whether they have any deferment claims or not. Registration is on Wednesday, October 16. If you are in an American port that day, apply to the nearest draft board. If you are at sea on that day, you will be required to register with the nearest draft board *within five days at the latest*, after hitting port. Failure to meet these requirements will make you subject to a heavy penalty, including imprisonment as well as a fine.

## Dangers for Labor Seen In New Defense Bill

A new bill passed both houses of Congress last week which holds many dangers for labor, by implication. It is S.4297, a bill ostensibly aimed at punishing individuals guilty of willful injury or destruction of national defense machinery, premises or materials—in other words, sabotage on the part of agents of foreign powers.

But the wording is so constructed that any legitimate strike may be interpreted by a wily employer as an act of sabotage against national defense—in other words, it is a gift to union-busting bosses.

Fortunately, under the pressure of various labor organizations, steps were taken to scotch the attempt to make this bill a law. The bill had already passed the Senate and was to go to the White House for the President's signature, when Senator Wheeler of Montana called for reconsideration of the measure. Senator Minton of Indiana thereupon introduced an amendment specifically protecting labor's rights

## NRLB ORDERS ELECTION ON CALMAR LINE

Secret ballot elections on the Calmar Steamship Corporation vessels, to determine whether or not the unlicensed personnel desire to be represented by the Seafarers' International Union of North America, were ordered by the National Labor Relations Board last Tuesday, Oct. 8.

### Third Successive Ruling

This is the third Board ruling ordering elections on SIU representation within recent weeks, following right on the heels of similar decisions in the Robin Line and Baltimore Insular cases.

### N.M.U. Not on Ballot

The ballot is to be cast for or against SIU representation only. The NMU could not present any evidence of strength on the Calmar Line, did not show up at the hearings and will not figure on the ballot at all.

Three hundred and sixty-four members of the deck, engine and steward departments are listed as eligible to participate in the voting.

### Guard Against Intimidation

SIU men should be on guard against any phoney company attempts to intimidate the men. On the strength of the evidence from the union records, the result of the elections on the Calmar ships is sure to be a victory of the SIU. Every union man must now put a shoulder to the wheel, in cooperation with the union office, to see that no obstacle is placed in the way of the well earned decision for the SIU on every Calmar ship.

## NMU Officials Falsify Facts In Attempt to Swipe Votes On Baltimore Insular Line

### Seamen Will Not Be Fooled; SIU Agreements Speak for Themselves!

In the course of the next few weeks, the ships of the Robin, Calmar and Baltimore Insular lines will be polled by the National Labor Relations Board to determine by secret ballot whether or not a majority of the men desire the Seafarers' International Union of North America as their collective bargaining agent. On the Robin and Calmar lines, the S.I.U. stands alone on the ballot against "no union." In spite of all the fengling and maneuvering, the leadership of the National Maritime Union could not even muster up sufficient evidence to appear at hearings and gain a place on the ballot. On the Baltimore Insular Line, the NMU does appear on the ballot in opposition to the S.I.U., because of some stooges it planted on one of the ships. Naturally, the liars in the NMU officialdom leave no stone unturned to falsify facts and figures in an attempt to spike the successful campaign of the S.I.U. on the Baltimore Insular line.

### Curran's "Private Letter"

The latest piece of slander, mud and distortion put out by Curran and Co. in this connection is a private letter sent out to the crews and signed by "No Coffee Time" himself, and five other national officials, including "Rasputin" Lawrenson. The lies in this letter are so barefaced that they were apparently too much even for the Pilot to print. And that rag is no paragon of truth, by any means.

### Why the Lies?

Why they have to lie is obvious from a single quotation in that letter. Says Curran and Co. —

"The SIU has one argument which can cause confusion (sic) and therefore most of the space must be devoted to this one point. They will argue THAT THE SIU SECURED A LARGER WAGE INCREASE IN THE BULL LINE THAN THE NMU SECURED ON THEIR SHIPS RUNNING COASTWISE AND TO PUERTO RICO EXCLUSIVE-  
LY."

Here we have it in a nutshell: Why do they lie? Because the SIU "will argue" that it has secured a larger wage increase than the N.M.U.! In plain language, BECAUSE THE S.I.U. GOT A \$7.50 MONTHLY INCREASE PLUS A 10 CENTS INCREASE IN OVERTIME!!

### Facts They "Can't Argue"

That is the undisputed fact. THAT'S A WAGE INCREASE THAT THE NMU "CAN'T ARGUE" AS BEING ACHIEVED BY CURRAN AND CO.

The weasel words "will argue" try to soften the force of this powerful FACT in the minds of the seamen of the Baltimore Insular ships, when they face the choice between S.I.U. and NMU. But these weasel words are not enough, so a whole barrage of fake "arguments" and outright falsehoods is unfurled. We intend to take these up here one by one and expose them for what they are actually worth.

After admitting the FACT that the S.I.U. actually got higher in-

creases than the NMU, the above-mentioned "private letter" of Curran and Co. replies to this so-called argument:

"The answer is simple. The NMU secured (!) a \$5 wage increase on all coastwise vessels in—  
(Continued on Page 4)

## New York Truck Drivers Win Strike Demand

Ten thousand New York truck drivers, members of Local 807 I.B.T., went on strike last Tuesday morning, demanding a week's vacation with pay.

The truck bosses had agreed to meet the demand in negotiations with the union conducted by Mayor LaGuardia, but then went to their associations and had the concessions voted down. They want to trade the week's vaca-

**FLASH!**—The strike of 10,000 New York truck drivers, members of Local 807, I.B.T., was practically concluded on Thursday, when 8,800 of the strikers were conceded the demand for a week's paid vacation by the trucking bosses. Only the Highway Transport Association, handling over-the-road work with a personnel of some 200 drivers, is still holding out.

tion for an agreement on the part of the union to have night work paid at straight rates.

The union says nothing doing to that. The test of strength is on, with recalcitrant bosses pretty tightly tied up and many individual employers signing up separate agreements along the lines of the union demand,

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Affiliated with the American Federation of Labor

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"THE SEAFARERS' LOG"

P. O. Box 522, Church St. Annex, New York, N. Y.

OUT OF THE MAILBAG

Wallace Won't Wilt with Wilkie

Havana, Cuba, Sept. 29, 1940.

Editor, Seafarers Log

Dear Sir and Brother:

It was damn hard with Harding. And it was much too cool and sadly silent with Coolidge. With Hoover it was poverty and hunger, although he promised a chicken in every pot. In his time, the seamen were practically "at sea" all the time. Wages were down to \$35 for firemen, and overtime was like the great Salvation Army—work field days for Jesus and you can make another trip. It has been somewhat rosier with Roosevelt. Organizing and fighting, the forgotten seamen have come into their own as union men. Wages have been increased to a living standard. Working and living conditions are something we never heard of until the 1934 strike. As they are today, they can still be bettered plenty. Now the question seems to be: Will they remain rosy or be run down again with Roosevelt, or: Will they wilt with Wilkie?

Of course, you can't count on cashing in with Congressman "No Coffee Time" Curran.

So, let us all put our shoulders to the wheel for ourselves, keep the SIU on an even keel, maintain our most important gains, wages, conditions, and we will cross the bar with flying colors.

Fraternally yours, E. Wallace, No. 237-G.

"Curran to Congress"

Campaign Scoop: The Worm Turns

From time to time we are favored with the usually brilliant publicity hand-outs of the "Curran for Congress Campaign Committee." They are not only instructive, but amusing.

Thus, for instance, we learn from a Campaign Committee news release this week:

"The opening game of the West Side Football League of New York City between the Mustangs and the Stars will be officially kicked off by JOSEPH CURRAN."

Now, that certainly is NEWS. Curran in the role of football being kicked around by either the Communist Party clique or the shipowners—that is something to be taken for granted by now. But Curran in the role of KICKING A FOOTBALL of some kind HIMSELF—that most certainly IS news! The publicity committee is to be congratulated. We suggest a special reprint of this release . . . and an appropriate caption: "The 'Worm Turns' would be a nifty."

NOTICE

JOSEPH T. SHRIVER

Will the above seaman, oiler on board the S. S. STEELORE, communicate with Paul C. Matthews, attorney, 11 Broadway, New York City, re injury to John Costa on May 24, 1940.

In Memoriam

CLARKE WILSON

Died in the U. S. Marine Hospital, Norfolk, Va. on September 10, 1940.

Seaman Asks 'Congressman' Joe: Who Got Conditions on the Ships?

New York City, Sept. 28, 1940.

No doubt we have all seen where "No Coffee Time" Joe is hell-bent for election in his race for Congress, to play ball with the boss (a la flip-flop party).

Nothing wrong for a fellow to run for Congress. In fact, Earl Browder has a perfect right to run for President of the United States. But who this side of hell wants him or Joe?

Are we union men of the marine industry or are we a stupid bunch of work oxen, to be used by a political outfit whose whole ambition seems to be to control and wreck unions?

I ask all seamen this question: Was it by sending men to Washington that you put milk aboard ships? That we got the shipowners to pay us for all our overtime? That we got any of our present conditions?

The seamen know darn well how it was gotten. It was the determined action of the seamen that brought about conditions as they are today.

Look back, Brother NMU man and ask yourself a few questions. How about the tanker strike? You know that strikes are not won that way. Strikes are won by picketing the ships, by hitting at the point of production.

No doubt, many of our members will vote for their favorite candidates this Fall. But we will not permit ourselves to be confused on our union activities. None of our officials are seeking offices in politics and requiring us to plug for them.

Now, then, let's see how the top fraction of the NMU handles democracy in this matter. Did you ever see the like of the posters for "No Coffee Time" at NMU headquarters? I should say not.

Some of you NMU brothers may not want Joe. Some of you may want another fellow. What's going to happen to those of you who don't plug for Joe? Wait and see.

All of you pay dues alike. All of you pay your strike fund alike. All of you starved and worked hard alike in building your union—those of you who were active during the strike, I mean. Then why can't your union money be used to assist all candidates alike or why should it be used to assist any candidate?

We of the SIU rank and file are putting our efforts into the union and holding on to our funds for legitimate union purposes.

Oh yes, Congressman, you say you are opposed to war. So are all workers. Say, comrade, you are soon to make history. As soon as the party wreckers give the cue "about face," you will open your chops and no doubt scare Hitler with your loud bel-lowing again. When you start peddling U. S. defense bonds, you are going to make Comrade W. Z. Foster (who was quite a liberty bond peddler in the last war) look like a piker.

Brother, it would have been better had you, for your own sake, stuck with the seamen. They will win. The flip-flops of the Communist Party have already lost and will continue losing in the U.S.A.

Bogard, No. 50039.

British Trade Unions Want No Native Hitlers

Taking a leaf out of the experiences of their fellow trade unionists in France, leaders of the British Trade Union Congress, meeting at Southport, England, this week, declared:

"We are determined that no tin-pot Hitlers shall arise in our midst in this fight to destroy Hitlerism. . . ."

Many delegates objected to regimentation at the hands of Labor members of the government. Some delegates protested against Labor participation in the government on the grounds that this makes Labor a "prisoner within a Tory government" and put forward a program calling for a completely independent Labor government, in order to insure against a repetition of the French betrayal.

Seafarers' Log Honor Roll

Table with 2 columns: Name and Amount. Includes S. S. KOFRESI \$ 2.30, S. S. DELRIO 11.50, S. S. SEATRIN NEW YORK 3.00, S. S. DELMUNDO 3.00, S. S. COELLEDA, J. Arras, J. Smith, C. C. Douglass, J. Fullerton, E. Hicks 5.00, S. S. SEATRIN NEW ORLEANS (As of June 8) 12.75, S. S. COELLEDA, Deck Department 5.00, Engine Department 4.50, Steward Department 3.00, C. E. Gibbs 1.00, Wm. Schoenberger 1.00, Carl King 1.00, J. J. Hackett 1.00, Robert White 1.00, S. Watson .50, Total \$55.05

Note: The donation appearing above as of June 8, from the S.S. Seatrain-New Orleans was received only this week. This donation was sent in by the delegate, John Brock, during June, but due to faulty addressing it was never received. Brother Brock had the Post Office trace it, and in due time it was located and turned over to Brock, who this week mailed it to us.

NMU Fink Hall Policy Boomerangs; Negroes Hit

Ever since the NMU leadership broke through the picket line slapped around 45 Broadway by the Seafarers International Union and other maritime labor organizations more than a year ago, the S.I.U. has warned that this direct support of the Maritime Commission's attempt to reinstitute the fink hall system would boomerang at the NMU—more precisely, at the innocent rank and file of the NMU.

Naturally, Curran and all the other C. P. stooges "explained" this move as a "smart" maneuver by means of which the NMU would utilize the Maritime Commission in order to further unions aims. How fraudulent this claim turned out has been borne out by the sad experiences of the NMU rank and file itself.

Perhaps harder hit than the rest by this treacherous policy are the Negro members of the NMU. Since the leadership allowed the Maritime Commission to step into the picture and thus helped to spike one-hundred per cent hiring through the union hall, the colored seamen are having increasing difficulty in slipping out because the Maritime Commission is able to make full use of race discrimination. This is admitted by no less a source than the NMU Pilot itself!

In its issue of September 20, the Pilot reports a Headquarters meeting in New York in which a certain Percy Jenkins reported on this situation. We quote:

"Bro. Jenkins pointed out that lack of jobs necessarily created a certain amount of reaction among Negro brothers and this in turn weakened the organization as a whole.

"He, as well as Myers, pointed out that while experienced and militant colored brothers waited around the Hall for months to ship out, trip card men, non-seamen AND MEN FROM THE MARITIME COMMISSION TRAINING SCHOOLS were being shipped out on NMU VESSELS for lack of other white replacements."

What a confession of bankruptcy!

Here, in black on white, we have the NMU leadership itself admitting that their policy with regard to the Fink Hall and Fink-Training program of the Maritime Commission has led—not to the improvement of conditions for union members—but on the contrary: to the SHIPPING OF MARITIME COMMISSION TRAINING-SCHOOL FINKS ON NMU SHIPS TO THE DETRIMENT OF EXPERIENCED AND MILITANT NMU MEMBERS!

That difficulties exist in the fight against discrimination by the shipowners toward Negro seamen is true enough. BUT, by its treacherous policy, the NMU leadership has only served to help the shipowners in their discrimination! That is what this self-admitted failure in the Pilot reveals.

A few more such concrete experiences and the rank and file of the NMU will see their leadership in a clearer light. As for the SIU, this experience merely confirms the militant policy pursued by this union.

What's Doing —

# Around The Ports

## TEXAS CITY

Sept. 28, 1940.

Editor, Seafarers Log  
Dear Sir and Brother:

Well, things are still rocking along down here. The most deserted place in the country is the hall here. The shipping list consists of one A.B. and one fireman, one O.S. permit and one engine permit. Had to issue six permits to fill the ships this week.

How come the present hook-up between the Snazis and the Japs? The party boys will now have to pick a new tune. Of course, Moscow will have to send the words and the music, but it should be worth waiting for.

Feature going aboard a ship now and having the fellow travelers telling the crew that this will assure the country of no danger from the East because Joe is over there bound in a non-aggression pact with Hitler, so indirectly with Japan!

First the boys wanted to make the world safe, so they collected for Spain and talked all militant men possible into going over and putting their lives on the block, while they stayed home and threw a few picket lines around consuls' offices. Down with Hitler was the next war cry! This was changed when Joe and Adolph got together. Now that they are selling one another out, we can expect another new policy laid down.

This runs pretty close to the policy of the top fraction of the NMU. First they were on the pin, wanting conditions and all the wages possible to collect. Then they slipped off the pin—not too much of a squawk about conditions. And now it is down to where they don't want any squawk about the wages. As long as the members make enough to pay the two bucks per, plus a few assessments, then never mind any more. They will also have a new tune very shortly. So listen for the chorus.

After reading the article in the Satevepost about the seamen, I wonder where the hell I was while the ships' crews were lying on tropical beaches, throwing big parties, making more money than Standard Oil.

How come the grand sum of \$35.00 was the princely pay for a month's wages, in the good old days? When ships were shifted before breakfast, at noon hour and after 5 P.M.? When all hands done a little field work? When you got clean linen for your bunk when the Steward took the notion to put it out? When the messboys' main job was to say there is no more? When the coffee was made in the morning for all-day and night?

Remember, or were you on one of these ships of which the author, McFee, writes?

Outside of this sort of thing in his article, he seems to have the dope on the fellow travelers. Steady as she goes.

A. W. Armstrong.

October 5, 1940.

Editor, Seafarers Log

Dear Sir and Brother:

Hail the prophet, that's me, action guaranteed at once. Last

week I wrote that in the near future the boys would receive orders from the Kremlin on the action to be taken as regards the Japs. Within four hours they were out with banners protesting the shipment of gas and lead to Japan.

The Panamanian which loaded here was sailed to the roads, and there she lay for the week. Some of the crew got off the scow, and she also had trouble getting her clearance papers. All squared away to sail Friday, and she ran into more trouble. According to the local press, her condensers sprung a leak and to save the scow they beached her. I do know that she is laying on the bottom with a first class list. So it will be some time till she does sail, if she does.

There has been some rumor around that members of the SIU would take the scow out when the old crew walked off. For the benefit of the ones spreading these yarns, I would like to refer them to the record of the SIU since its inception. The records are open for inspection at all times. The members and their elected officials of the SIU have never gone through a picket line, and that record is something every member is proud of and would not tarnish for the satisfaction of those who go around telling the men on the lines the big bad SIU will take the ship out on you.

Brother Hansen in the hospital is still holding his own and doing as good as can be expected.

Shipping slowed up till it's disappeared completely.

W. E. Messier, No. 5575, who shipped on the Suweid from here: I have your gear at my home, and there is mail here for you.

Fraternally yours,  
A. W. Armstrong.

## JACKSONVILLE

Sept. 30, 1940.

Editor Seafarers' Log,  
Dear Sir and Bro.:

Well, the fruit season is still two weeks off yet, before things begin to boom down in this part of the country.

The Marjorie of the Bull Line was in and out again last week, and there was a permit oiler by the name of Bennett who was shipped out of Philly. When I went aboard that ship, this oiler was afraid that he wouldn't be able to stay on that ship for a while, so he was drunk for several days, and quit her the last minute down here.

At this time of writing, have not been able to get hold of this permit, so the word is to print this in the Seafarers Log, not to ship this man under any circumstances.

Shipping was pretty fair last week for black gang. Not so much news to speak of, so will knock off until next week. Steady as she goes.

F. Lauritano.

**Do NOT Ship:**  
Philip Archibald Behagen  
No. 2161833—Steward  
He was refused a Permit Card in the Port of New York.

## TAMPA

Sept. 30, 1940.

Shipping has slowed up considerably in the last few days, but the beefs are plentiful, some being a little on the bum side. I think this is due more or less to the men not being acquainted with the Constitution of our Union and the agreement that they are sailing under.

On the other hand I find instances where the mate, steward, or engineers are pulling stuff over the men, and getting away with it, just because the men don't know their agreements. This could be easily reduced to a bare minimum if the fellows would spend just a few minutes now and then reading and brushing up on their contracts.

Was honored a day or so ago by a visit of an Admiralty lawyer (that's the polite name for a brown nosing know-it-all). 'Twas on the flagship of a well known chiseling outfit. The Patrolman had out-argued the mate on a beef that involved quite a bit of overtime on a loose clause in the agreement, when our new-found Professor interrupts and tells the mate that he doesn't have to pay said overtime.

Incidentally this lad happened to be the Bos'n. Something smells awful fishy. Wonder if he shines the mate's shoes on his watch below?

The Edith was in a few days back, and the deck gang had a full head of steam on because the mates were taking over the wheel on their wheel tricks and having them tidy up the wheel house and bridge. When this was all done, they went down on deck to give the Bos'n a hand with the gear, decks, etc.

On touching the mate up and telling him he was getting his dress wet a little, he orates he's been sailing the Seven Seas for y'ars and y'ars and don't see why he can't run the boys around like this and refuses to take anybody's say-so on it but the Inspector's. To which he was told that the Inspector, if informed about it, would more than likely want to keep his ticket around the office for a spell.

Well, he still wouldn't agree to quit working the men this way, so up to the Inspector's we go with a little affidavit all signed and sealed and when he plopped it down in front of the Old Boy, he lost no time in getting his feet off the desk.

After pow-wowing for a while, taking into consideration the seriousness of the penalty, the fellows agreed not to file the charges for a day or so and see if the mate would lay off this crap (after being given a brotherly hint by the old man). Otherwise he's liable to be steering a two-spot shovel on the WPA for a spell instead of a Bull Line scow.

The steward on this tub seems to have gotten some of the good old Bull Line Spirit, too. The grub is worse than lousy, what little he puts out.

He measures the milk out like it was 20-year old Scotch, and let a bunch of it get sour rather than

## BALTIMORE

# News and Views

## Ship News -- 39 New Vessels Manned by SIU-SUP -- Odds and Ends

Baltimore, Md., Oct. 8, 1940: Shipping continues fairly good out of this port, Dispatcher Hansen reporting 121 brothers shipped and 102 registered during the week ending October 5th. The beach list at present shows 190 members registered in the three departments.

### Ship News

Seas Shipping Company's ROBIN LOCKSLEY delayed in her launching by a shipyard strike slid into the waters of the Patapsco on Saturday, with the prospect of her being ready for service by the end of next month. The Company has five other ships building at the local yard all of which are scheduled to be ready during 1941.

Work on the fitting up of Mississippi's DELARGENTINO has been resumed with the calling off of the strike, and we expect to crew her up around the first of the month. Bull Line's MONROE should be here from Newport News shipyard this week with the RUTH (ex-Barreado) following her up the Bay sometime next week.

Ocean Dominion Line brought the WAUKAU, POUGHKEEPSIE, and NEW WINDSOR up from the James River tied-up for reconditioning at the Maryland Drydock. The condition of these ships makes it improbable that they will be ready for service for some time yet.

The Maritime Commission has approved the sale of the old MAINE to an English concern. The Commission also announced

feed it. It's just too bad there wasn't another steward in this port. However, I wouldn't be surprised if he didn't have suitcase trouble a little further up the line.

Run into a steward like this every once in a while, especially on the milk angle. If the guys would make it a practice of busting every bottle of sour milk over the steward's tray, you'd see more of it on the table and less being tossed over the side.

The boys have finally got a decent working agreement with the P & O outfit after a lot of gum-boxing on the part of the negotiating committee and Brother Biggs.

Since the signing of the agreement with P & O, beefs have been coming in end over end. Everything from cutting ratings, working assignments, and departmental compliments to overtime beefs, working hours, schedules, and spreads. One port committee under way and grief for a couple more materializing. Who said we wasn't gonna have fun?

Need a carpenter down here, so the first guy that drops in dragging a hammer and saw gets the berth. Need men in all departments.

Fraternally yours,  
Steely White, 566.

## NEW ORLEANS

October 2, 1940.

The Seafarers Log,  
New York, N. Y.

Shipping was pretty low last week, with a total of only 22 men dispatched. This week should be

the launching of Ocean Dominion's (Alcoa Line) new C-1 ALCOA PIONEER in San Francisco last week. The Alcoa outfit now has seven ships building on the West Coast and three on this coast.

### 39 New Vessels Manned by SIU-SUP

Checking on shipyard reports, SIU-SUP crews will man 39 of the 47 ships scheduled to be launched before the end of 1941. Baltimore, already rated No. 2 port in the United States for shipbuilding and drydock facilities, will move into the top notch shortly with the scheduled expansion of present facilities and the addition of a Coastguard yard at Curtis Bay and a naval base at the mouth of the Potomac.

### Odds and Ends

Outbreaks of typhoid from impure drinking water aboard English ships here has caused the Coastguard to add sixty men to their port control.

Our old friend Paddy Whalen after trying to make a go of it in Tampa and later Marcus Hook, has finally eased himself out of the picture altogether by sending in his resignation to the NMU. Paddy asked for an indefinite leave of absence on account of a complete breakdown of his nerves.

Members quitting their ships at the last minute, after the Hall is closed, and in ports where there are no SIU replacements, are causing the organization trouble again. It should be stopped.

W. H. Elkins

a fair week, with two Mississippi ships signing on, and the Delbrasil coming from South America.

Next week will be a boom week, with ten or more ships coming in. One of the Lakers bought by W. T. Smith and Son is due to crew up the beginning of the week. The other one will come out later. No special run has been set for these ships yet. It is rumored they will run coastwise for a few trips and then will be put on the Puerto Rico run.

They should be good ships because the men have sure waited long enough for them. With full crews dispatched to them from the hall, we should be able, with the cooperation of the longshoremen and wireless operators to get a good agreement from this outfit at the very start.

It won't be long before we will have a new fleet of ships running out of here in competition with the Mississippi Shipping Co. The new outfit will be the Alcoa Line, better known as the Aluminum Line. The company will change its name around the first of the year. The first new ship for this company will be launched October 4, in San Francisco. She will be named the Alcoa Pioneer.

There hasn't been any major beef here in New Orleans lately. All minor beefs concerning food, overtime, conditions, etc., have been settled satisfactorily by the Patrolmen. We are expecting some beefs and headaches when the Delbrasil comes in this week. She was the biggest headache of the year when she came in from her maiden voyage last trip.

Fraternally yours,

Buck Stephens.

## RESOLUTION ON MOVING THE PROVIDENCE BRANCH

(Passed by N. Y. Branch, Concurred in by All Other Branches)

WHEREAS, the Providence Branch was originally opened for organizational purposes in the Southern New England area at the time the Atlantic District was just beginning to function, and

WHEREAS, the opening of a Southern New England Branch in Providence was at that time considered the most logical and strategic place, and

WHEREAS, since that time it has become a known fact that most of the business transacted through the Providence Branch has been in and around New Bedford, and

WHEREAS, because of this reason, extra additional travel and phone expense has been incurred through the Providence Agent, having to run back and forth from Providence to New Bedford at an average of twice a week and sometimes more, and

WHEREAS, every time the Providence Agent has to go to New Bedford he is forced to hire some one to hold the Providence Branch office down at additional cost to the Union, such as one day's pay for each day the Providence Agent spends in New Bedford, and

WHEREAS, the major revenue taken in by the Providence Branch is derived from the membership in and around New Bedford, working on the New England Steamship boats, and

WHEREAS, the major amount of beefs handled by the Providence Agent are from the New Bedford area, which necessitates his being there on an average of two days each week, and

WHEREAS, the membership in and around New Bedford who are working on the boats of the New England Steamship Company have, unanimously gone on record, through signed petitions to the Union, requesting the transferring of the Providence Branch to New Bedford or else the opening of an additional Branch at New Bedford, and

WHEREAS, the Union, at this time, is in no financial position to open another Branch in the Southern New England area, nor does the Southern New England area warrant two Branches, and

WHEREAS, the only regular steamship line running into Providence is the Colonial Line which only operates two ships, and

WHEREAS, these two Colonial Line ships sail daily on alternate days from New York, and therefore the crews on these ships get ample Union representation from the New York end where the Company maintains their head office, and all crew beefs must be settled through this head office in New York, and

WHEREAS, the New England Steamship Company and their ships operate out of New Bedford, and these ships do not touch either New York or Providence, or for that matter any other Branch of the Union, and

WHEREAS, by moving the Providence Branch to New Bedford will result in a large financial saving to the Union, therefore be it

RESOLVED, that we, the membership, go on record authorizing the Secretary-Treasurer to take the necessary steps to transfer the Providence Branch to New Bedford and that it be known as the New Bedford Branch.

### Truth About NESSCO

## New Haven R.R. Statement Shows Role of Arbitrator

Readers of the Log will remember what solicitous care the "impartial" arbitrator, General Cole, showed for the New England Steamship Company in its dispute with the New Bedford seamen. No increase in basic monthly wage could be granted the seamen, according to the arbitrator, because the operators were practically losing their shirts.

Now, the operators of the NESSCO are the directors of the New Haven Railroad, which owns these ships, lock, stock and barrel. And the New Haven Railroad, poor starving operators!, have made more dough this year than last. Here is an item from the N. Y. Journal of Commerce, which proves it:

"Applications for interest payments on New Haven Railroad bonds are expected to have been discussed with the trustee. . . . Payments were made a year ago in December on the underlying bonds, the senior debentures and first and consolidated bonds. This year's net available for charges is estimated to be moderately higher than last year when \$10,608,000 were earned."  
—(Journal of Commerce, Oct. 10.)

Can anyone say, after such glaring evidence, that the charge that "arbitrators" work in the interests of the shipowners is . . . unsubstantiated?!

## RESOLUTION ON MAGAZINE 'PIC'

(Adopted by Mobile Branch, Concurred in by Other Branches)

WHEREAS, in the September 17, 1940, issue of PIC, a news picture magazine, published by Street and Smith, there was an article concerning the duties of the United States Coast Guard, and

WHEREAS, it was stated in the above mentioned article that one of the many duties of the Coast Guard was the "quelling of mutinies on merchant vessels," and

WHEREAS, such statements tend to create an impression in the minds of the American public that the seamen manning American merchant ships are an unlawful, mutinous group of men, and

WHEREAS, such opinions will cause the traveling public to seek passage on foreign vessels instead of ships registered under the American flag because of false rumors created by such insinuations, therefore be it

RESOLVED, that the membership of the Seafarers' International Union of North America consider PIC an unfair publication because of the attitude of its editors, and be it further

RESOLVED, that PIC be kept on the unfair list until such time as a public retraction be made in the pages of PIC.

### MORE ABOUT:

## NMU Officials Falsify Facts On Agreements

(Continued from Page 1)

cluding the big passenger vessels where the increases really hurt the shipowners. The SIU sold the big passenger crews, such as the Eastern Steamship Co., down the river for \$2.50. The money the shipowners saved on these big passenger ships, on this deal (?) by the SIU was sufficient to pay a larger increase to a handful of freighters many times over. The NMU does not subscribe to the policy of robbing a large group of seamen to favor a small group. . . .

Nearly every sentence in this paragraph is a LIE:

1. First of all, it was not the NMU, but the S.I.U. which got even that \$5 wage increase for the rank and file on the NMU's coastwise ships. While the S.I.U. was demanding and getting \$10 and \$7.50 monthly increases from one shipowner after the other, the NMU NEGOTIATING COMMITTEE WAS PROPOSING TO THEIR MEMBERSHIP A \$2.50 SELL-OUT! That is a fact that can be established without any trouble by a glance into the NMU Headquarters Minutes of May 27, 1940 (Report of the Negotiating Committee) as well as in the files of the Pilot for May and June, 1940, where Curran, McKenzie and Co. were shedding bitter tears over the poverty of the shipowners and their inability to pay for an increase in wages! Only S.I.U. victories forced Curran and Co. to give up the \$2.50 sell-out!

2. Secondly, there are altogether 4 year round passenger ships on the Eastern Line. On the Bull Line there are 30 ships. The Bull Line alone employs more men the year round than twice the amount employed by Eastern in its seasonal runs. But the S.I.U. got \$10 and \$7.50 increases from fourteen (14) other steamship companies! That's how miserable the implied charge that the S.I.U. has "a policy of robbing (no less!) a large group of seamen to favor a small group" really looks when examined closely. It simply falls of its own lying weight!

3. Another fact: the Savannah Line has as many passenger ships as the Eastern. But while the NMU was offering to sell out all crews for a \$2.50 increase in June, the S.I.U. OBTAINED A \$7.50 INCREASE, NOT ONLY ON FREIGHTERS, BUT ON THE PASSENGER BOATS OF THE SAVANNAH LINE AS WELL!

### Truth About the Delina

4. Curran's "private letter" claims that the "100% NMU crew" of Baltimore Insular's S.S. DELFINA collected a lot of overtime and settled many beefs satisfactorily. BUT it fails to mention that the DELFINA sails under the Bull Line agreement OBTAINED BY THE S.I.U. which gives them a \$7.50 monthly increase—A GAIN THEY WOULD HAVE TO GIVE UP WITH A LOSS OF \$2.50 WERE THE NMU TO WIN THE ELECTION!

5. With the usual accompanying slander, that the S.I.U. was fostered by the shipowners—as though the whole world didn't know that the militant West Coast S.U.P. is the parent body of the S.I.U.—Curran and Co. speak of a "deal" the SIU allegedly made with the shipowners for \$10 and \$7.50 increases "to cause confusion and disruption and, to prevent the NMU from organizing these SIU ships" (on the basis of the \$2.50 sell-out, no doubt!)

Every seaman with a grain of

### A Texas Seagull

## Offers a Bit of Straight Dope On Disease Known as "Braiditis"

Texas City, Tex.,  
Sept. 30, 1940.

Editor, Seafarers Log

Dear Sir and Brother:

The foremost Mateologists throughout the world, gathered in Foc'sles, bar-rooms and wherever seamen are wont to meet, not excepting their union halls, devote hours daily and nightly to the well known disease commonly known as braiditis.

It seems that a man who has spent his time in the foc'sle and gets the ambition to become an officer runs great risk when his ambition is realized.

For the last few trips in the quarters with the gang he gets a far-away look in his eyes, rambles around the deck spouting about a day's work, shooting the sun, the stars and even the mast-head light. Below it's boiler stress, etc. When this condition overtakes a shipmate, the only thing to do is, bear with him.

It does no good to sympathize with him, as he can't hear or even see you common mortals.

Then the great day comes. He gets a license and immediately this exalted former brother develops overnight a new set of thought, rules and procedure.

Gone is the guy that you used to wait for at the gangway. Now if you happen to ship with him, he doesn't want you standing around midships talking to him. Nay, brother, get back aft where you belong. If you get the same watch with him, and the first night at sea after all hands have left the bridge, you are at the wheel and he has the command of a great big rust bucket, don't get off the course over three de-

savoy knows that DEALS are made to allow the shipowners to pay LOWER wages. But, according to Curran, a HIGHER wage means a "deal"!

With that line of reasoning, a company union that is willing to work for the shipowners for next to nothing must be considered the acme of militancy!

Only desperate individuals, losing the ground under their own feet, can make such arguments, which smack of warped minds!

### NMU "Democracy"?!

6. Finally, Curran's letter lays claim to the "great democracy" which prevails in the NMU. Now, that is enough to make anyone acquainted with the Stalinski Party steam-roller in the NMU burst with laughter.

To sum up: The NMU leaders can't deny the FACT that the S.I.U. has obtained higher wage increases for its membership than they have been able to get for their rank and file. The SIU's Bull Line agreement calls for a \$7.50 monthly increase with 10 cents an hour increase in overtime. The NMU agreements all call for \$5 increases per month with no increase in overtime. These are FACTS which cannot be argued away.

### Question Answers Itself

Will the seamen of the Baltimore Insular Line, which is a Bull Line subsidiary, take a loss in monthly wage increases and in overtime with the sell-out artists of the NMU? Or will they vote solidly for the militant, progressive SIU which has gotten action: the \$7.50 monthly increase and the 10 cents increase in overtime pay?

To put the question is to answer it. Just like their brothers on the Robin and Calmar lines, the militant seamen of the Baltimore Insular Line will vote S.I.U. in the NLRB Elections!

grees or else something will surely happen. Yep, this is the same guy that you relieved last month a point and a half off.

This is to be expected. After all, remember the first time you took the wheel. But here is the part that hurts: why, oh why, do some of these guys, when they get that ticket, move midships and then forget that they ever belonged to an organization that fought to improve conditions for themselves and by so doing, also improved them for these same mates and engineers?

Why is it that these same men that fought the mates doing sailors' work, when they become mates, try their hands at the same thing, and then blow their corks when it is pointed out to them that they now belong midships, not out on deck getting under the ordinary's feet?

The mates' pay has been boosted every time the nasty sailors got a raise. The mates' working conditions have been improved by the seamen's demands that the mates do mates' work. Overtime for the mates is paid because the crews on the ships backed them in their demands. But still they are on deck trying to chisel on the crew's work, just trying to make a name for themselves.

So the next time you see a brother get the symptoms, remind him that the boss is still the guy to keep your eye on. There is still enough fight left in him to take care of, without going midships and sniping on fellow seamen. A ticket doesn't make a man. Just spoils a lot of good ones.

The Seagull.

## Queer Methods Used in Arrest Of Union Leaders

Striking in the dark of night, District Attorney Charles P. Sullivan of Queens County had detectives swoop down on two leaders and three members of Local 3, International Brotherhood of Electrical Workers (A.F. of L.) recently, with order for their immediate arrest. Invoking an archaic section of the Penal Code, which has been repeatedly thrown out of court, the District Attorney ordered Harry Van Arsdale Jr., Business Manager of the union, and Fred M. Hansen, Assistant Business Manager, held on \$50,000 bail each and John Dineen, Louis Wipfler and Leonard Copicotti, rank and file members, on \$10,000 bail each.

Hansen, ill with bronchitis and threatened with pneumonia, was dragged out of his sick-bed at 3 A.M.

The indictments against all the men grew out of the previous week's clash between pickets and a police-protected crew of hired finks at the Triangle Conduit and Cable Co. in Queens.

In reporting the arrests, the New York Times referred to the procedure used in the arrests as the "familiar tactics of the Nazi Gestapo." Bail has since been reduced to proportions more possible of covering by the union. Both the CIO as well as the A.F. of L. central bodies in New York have denounced the unheard-of procedure used in prosecuting the Local 3 men, and have pledged full moral support to the union in their defense.