

SECURITY
IN
UNITY

SEAFARERS LOG

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



VOL. III

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No. 23

NEGOTIATING COMMITTEE WINS "10 & 10" ELIMINATES COASTWISE DIFFERENTIAL

1942 Nominations Closed; Sixty-Four Candidates

(COMPLETE LIST OF CANDIDATES ON PAGE FOUR)

After painstaking examination of all credentials submitted by candidates for 1942 office in the Seafarers' International Union, the Committee on Candidates made its report to the branches and revealed that sixty-four men had qualified to run for office.

This brings to an end the period of nominations; the actual election will start immediately and proceed for the next two months. The new Union officers will take office on the first Monday in February.

The Committee on Candidates revealed that a number of brothers had been disqualified to run for office. Some were marked

off because they failed to submit discharges proving sufficient sea service; others mailed in their papers after the legal deadline, and in some cases the men failed to prove citizenship.

There are several offices to which no one has been nominated. These will be filled by the man receiving the highest written vote, provided he receives one-third of the total votes cast for that particular office.

The Committee on Candidates was composed of J. H. Volgian, J. Arras, J. Cruz, Theodore Thomson, Vincent Kadian and Richard R. Tyler.

Ships to Sail All Seas; Guns Now Being Installed

President Roosevelt has signed the neutrality revision resolution which passed Congress last week and which allows American merchant ships to sail all belligerent waters. The U.S. Navy is now proceeding with its program of arming these ships so that they may defend themselves from Axis attackers.

This revision raises many questions for the union men that sail these ships. What sort of compensation are they going to receive for risking their lives in sub-invested waters? Will they receive bonuses, adequate insurance to protect their families in case they are killed?

Who will man the newly installed guns? If Navy men are to man them, where will they be quartered? The focus of most

ships are already overcrowded. And of primary importance is the question of whether or not the more reactionary shipowners will try and use the presence of Navy men aboard these ships as an excuse to break down union working conditions and wages.

These are vitally important questions upon which the Government has taken no official stand. The seamen will vigilantly

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Seaman Reveals Hellish Conditions on N.M.U. Ship

The NMU is always sounding off about how militant it is and what wonderful conditions it has won for the rank and file seamen. These beautiful pictures are painted in each issue of the PILOT, but are seldom translated into real hard facts aboard the NMU ships. The super super conditions that Curran keeps yelling about are a lot of malarkey. If you don't believe it, ask Jim Flynn, Jr., SIU No. 2023; he just got off a NMU ship.

Jim hit the beach in New York on November 17, after a run on the Executive of the American Export Lines, and he had a story that would make your hair curl. But let him tell it in his own words.

"Boy, I wouldn't have believed it," Jim said. "No sir, I wouldn't believed it if I hadn't seen it with my own eyes. The brutal-

ity of the officers and the meekness of that crew was enough to make a good union man burn up. For a while I thought that the men were just no good, but when we hit New York I saw that it wasn't the men that were no good; it was the NMU officials. The crew could have been militant as hell, but they would have

(Continued on Page 3)

Five Major Atlantic Operators Grant SIU \$10 Wage Boost and 90 cents Overtime; Bull and Insular Eliminate Differential

ILA Deadlocked With Coastwise Ship Operators

The deadlock in negotiations between coastwise operators and the International Longshoremen's Association, was punctuated this week by a new threat from Joseph Ryan, ILA president, to strike the operators if they didn't come to terms.

The old contract expired on Oct. 31 and the union has been attempting to get a new agreement ever since. The ILA seeks an increase of 15 cents an hour above their present pay of \$1.10 an hour for regular time and an increase in overtime from \$1.42 to \$1.65 an hour.

Joe Ryan warned that 15,000 longshoremen in all North Atlantic ports would walk out before December 1, if no agreement was reached.

In the meantime the ILA struck three sugar refineries in Brooklyn and Yonkers. The companies affected were Sucrest Corporation, American Sugar Refining Company and the Syrups Sales Corporation. According to Ryan, the freighter Agwimonte, carrying a cargo of sugar destined for the American Sugar Refining Company in Brooklyn, has put about and is reported heading for Baltimore to discharge her cargo there. If the ship arrives at that port, Baltimore members of the Refinery Workers Union, Local 1476 of the ILA, will be instructed not to handle the sugar.

The Atlantic District negotiating committee headed by Secretary-Treasurer John Hawk, won from five major operators this week a \$10 boost in wages and a 10 cents per hour increase in overtime. Thus the SIU again takes the lead in improving wages and working conditions for the seamen of America.

The agreements are between the Union and the A. H. Bull, Baltimore-Insular, Alcoa, and Raritan Steamship Companies, and Seatrain Lines, Inc. These agreements not only give all SIU men 90 cents per hour in overtime rate — the highest in the industry — but in the case of the Bull and Baltimore-Insular lines the differential between offshore and coastwise runs is eliminated. Henceforth all runs will pay the same scale. This amounts to a \$12.50 raise in scale for the coastwise men.

Negotiations between the Union and many of the companies are continuing on working rules — but a special addendum providing for the new scale and overtime has been signed and in most cases is retroactive to November 1st.

These benefits put in the shade the loudly trumpeted contract between the NMU and the American Merchant Marine Institute. The NMU receives only 85 cents per hour overtime and continues to accept a coastwise differential.

Free Advice Concerning Selection of Officers

Dear Editor:

By the time you get this letter all the nominations will be in, and it would be a good idea to have a little discussion, I think, about the elections themselves.

I have a few ideas that I'll pass out for what they are worth. I think they deserve careful attention by the SIU membership.

Brothers, the coming year is going to be about the toughest year our organization will ever have to face—what with the NMU's sell-out for government regimentation and the pressure being put on Congress by the reactionary elements to have laws passed to shackle labor.

This year's elections may be the last time you will have a chance to exercise your right of democratic control over your organization if you don't put men in office who are able to win our fight against the reactionary shipowners and their govern-

ment stooges who want to put us under a dictatorship.

I repeat, if you don't put damn good men in office this year, our

(Continued on Page 2)

Shipbuilding Men Withdraw Beef From the NDMB

As an aftermath of the National Defense Mediation Board's refusal to grant the United Mine Workers a closed shop contract in the captive coal fields, the Marine and Shipbuilding Workers (CIQ) have withdrawn their dispute with the Robins Drydock Company from the Board's consideration.

The Shipbuilding Workers had previously struck the Robins outfit in an attempt to get a pay boost and better working conditions. The workers went back to work when the NDMB promised to mediate a settlement.

Sit Down and Write To the LOG

All Brothers at sea or on the beach are urged to write for the SEAFARERS LOG. Beefs, experience, ideas—send them all along to the Editor. If you have anything on your chest—put it in the LOG.

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of the
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of **North America**

Affiliated with the American Federation of Labor

HARRY LUNDEBERG, Acting International President
110 Market Street, Room 402, San Francisco, Calif.

ADDRESS ALL CORRESPONDENCE CONCERNING THIS
PUBLICATION TO:

"THE SEAFARERS' LOG"
P. O. Box 25, Station P, New York, N. Y.
Phone: BOWling Green 9-8346

Bioff and Browne

George E. Browne and Willie Bioff were finks at heart. Although one was president and the other a West Coast official of the International Association of Theatrical Stage Employees, they had not the slightest interest in the welfare of the workers in their union. Bioff and Browne didn't think or act or even look like union men. They blackmailed the Hollywood movie producers with the threat of calling a strike of the projection room operators. To them a picket line was nothing more or less than a weapon to be used for their own personal gain—to line their pockets.

With cold and calculated contempt for the working man, these two leeches subverted their union and betrayed their trust. With typical gangster reasoning, Bioff and Browne thought the world was divided into two classes—the suckers and the wise guys. They were the wise guys (they thought), and they, no doubt, considered both the movie magnates and the rank-and-file members of their own union as suckers. But like so many wise guys, they out-smarted themselves. For the next ten years they will be sitting behind bars.

There are those in the labor movement who are rejoicing that the courts finally caught up with these two rats. Rather it should be an occasion for deep concern; concern that the rank and file of the IATSE were unable to take care of their double-crossing leaders in their own manner without governmental interference. It is always better that labor clean its own house.

The Bioff-Browne case has brought home to labor once again the necessity of union democracy. In this respect the SIU sets an example others would do well to follow. No fink or racketeer could seize and hold control of the SIU. The rank and file would speak up—and when the rank and file of the SIU speaks, people jump—and damn fast.

Now that Bioff and Browne have been picked off, the hundreds of good trade unionists in the IATSE will have a chance to clean out the entire Browne machine and establish an honest and militant union. It is up to them to reestablish democracy within their union. It is vital that they do this, for until the rights of rank-and-file members are protected within the trade unions, working men can expect no democracy in society itself.

No Tears

The National Defense Mediation Board is dead. It continues to go through the motions of "mediation," but its voice has a death's rattle. With the resignation of the CIO representatives it is nothing but a hollow shell, possessing little authority and demanding no respect from the working men of the United States.

Who will mourn its death? Certainly not the seamen. Certainly not the coal miners. Certainly not the thousands of workers who turned to the Board for aid in settling their just demands, only to be double-crossed and driven back to work with little or no improvement in their wages and conditions.

There are occasions when the Board handed down decisions entirely favorable to the workers, but this happened when the union involved in the dispute was strong enough to enforce its demands. On very few occasions did the workers get a break when their union was weak and the employer was strong.

Take the SIU beef as an example.

SIU men hit the bricks over the question of increased

bonuses, increased insurance, and the extension of bonus payments to the West Indies runs. All these demands were entirely justified and well within the ability of the operators to meet. Yet, the Aluminum monopoly and the other profit swollen shipowners high-handedly refused to even consider the demands.

Then came the Board. Give your dispute to us, it said, and we'll see that justice is done.

Justice was done all right. Shipowner brand of justice. The seamen didn't get a boost in insurance and they didn't receive any bonus for the West Indies. All they received was a few minor bonus increases on the runs where they had already won them.

Nor did the Board act as a "mediator." Its decision was handed to the seamen in the form of an ultimatum. The SIU was warned that it had better accept the Board's findings . . . "or else."

No, the seamen won't shed any tears at this funeral.

But now a new threat arises. With the resignation of the CIO representatives from the Board, and the calling of a strike in the captive coal mines, reactionary employers and Congressmen are screaming for anti-strike legislation.

On this score there can be no division in labor. All Union men must oppose any legislation that will restrict their freedom as union men and their hard won economic rights.

To deny labor the right to strike is to deny it ALL bargaining rights. No employer would bargain with his employees on an equal basis if he knew that the men were forbidden by the government to leave their jobs.

If Congress says to the workers, "You cannot strike for better conditions and wages," it will amount to saying, "You can no longer bargain collectively with your employer."

This must not happen. Complete labor unity on this issue will defeat it.

Editor's Mail Bag

Dear Editor:

Since it is around election time I thought you might like to print the following little item. I ran across. It is titled—LIFE OF A BUSINESS AGENT and was printed in "Kenosha Labor."

"First he gets elected to serve the members. That's what he thinks, but soon he finds that serving the membership is a small item.

"His job is to get the membership going in the right direction, to straighten out the chiseling employer, then hear all the beefs from the disgruntled boys, always be ready to have an excuse for the wife of the good brother who goes to a union meeting at least twice a week, see that the boys pay their dues. You are a so-and-so if they don't keep paid up, and you are a dictator if you ask them for their dues.

"You should be at work at 7 a.m. and be there at 10:30 p.m. if some dummy wants to call about something he forgot to tell

you, and you should be on every job and also in the office all the time, and at home you are a night owl, never home with the Missus, you have lost your love for home and her, you need a lantern and not a bed.

"Among the boys you used to work with you are a swell head and a high hat, the job has gone to your bean, you are getting too much dough for what you do, even make more than some of the members.

"When you buy a new car, it belongs to them; you got it out of their dues they pay into the union. So all in all you are a so-and-so if you do and a dirty name if you don't. And just wait till next election and on and on.

"Who in hell invented this job, anyway?"

Even so—I don't suppose it will discourage the boys from running for office.

Fraternally,

L.R.

More About

Arming Ships

(Continued from Page 1)

watch for the first attempt to scuttle their conditions and will fight it relentlessly.

While ignoring the labor aspects of the situation created by neutrality revision, the Government has revealed a few details of its armament plans.

Present plans do not call for arming coastwise ships, according to the Navy Department, at least not until guns have been installed on ships running to England and Russia and other war ports. As to the guns themselves, they will be three, four and five inch weapons, depending upon the structure of the ship they are to protect.

The new five-inch "dual-purpose" guns will be placed aboard only the newer ships built especially to absorb the recoil of these heavy weapons. All ships will also be equipped with 50 caliber anti-aircraft machine guns.

The large guns require a crew of from eleven to sixteen men. Two of these guns will be mounted on each ship—one on the fore-deck and one on the poop. These five-inch weapons have a thin metal turret capable of deflecting shell splinters and machine gun bullets, except those fired at close range. These guns, plus the mounts and handling mechanism, will cost \$32,000 each.

At the same time President Roosevelt signed the neutrality revision act, he signed another law which gave the Coast Guard full authority over the movements and anchorage of ships in port.

More About:

Free Advice On Election

(Continued from Page 1)

Union may crumble under the combined attacks of the NMU and the government and the shipowners. If we do fall, it will be many years before seamen can get back their present conditions.

You fellow workers know by experience who the officials are that have been doing a good job. Select them and throw out the deadheads!

You also have run into some of the new candidates while you were on the job. If you think they would do better than the men now in office, vote for them instead of the present holders.

I always guide my vote by the following rules:

1. Don't vote for a man just because he has been in office before. If he isn't doing a good job, put a new man in.

2. Don't vote for a man who is always blasting somebody. He may be sincere, but the chances are he is trying to work off a personal beef. If he really had something, he would prefer charges instead of trying to discredit the man. Also, if he brings up personal matters at a Union meeting, the chances are that he will carry his personal beefs into office if elected. Personal matters don't mix with Union business.

3. Don't put a man in office who has a poor strike record. We can't afford to take chances now.

4. Don't vote for a man just because he is at the top of the ballot. Check the man's record before voting for him.

5. Last, but not least, vote for the man who will fight to protect your interests because it is your livelihood that is in danger.

Before signing off, I want to say a word about super-militants. The Commies are out to wreck the SIU because we are making the "Saviors of the working class" look like a bunch of saps with our better wages and working conditions.

So, beware of the man who wants to tie up the ships or take some other action that will discredit the Union. He may be sincere, and then again he may be trying to make a stink so that the government will have an excuse to step in and take over the ships. If that ever happens, we would lose everything we have fought for.

And as a final word—don't put too much faith in the man or official who talks big. Talk is cheap. Make sure he is a producer before he gets your vote.

Fraternally,

J. F. VANDEGRIFT, G-14

P.S. I am not running for office.

PERSONALS

GEORGE SAUCIER: New Orleans has been holding a check for you for a long time. It is for \$148.10 from the S.S. Schoharie. Pick it up at once or notify the agent.

What's Doing—

Around The Ports

NEW ORLEANS

Editor, Seafarers Log
Dear Sir and Brother:

The main item of the week is that the major Gulf companies have all agreed to the raising of the wages and overtime rate of pay. The new rate is ten and ten over the old.

This is not included in the base pay rate at this time, but the former emergency increase is now included as base pay. Therefore, if you want to be technical, the present score is a seven-fifty increase in the base pay and the ten to be carried as the war rate raise for the present.

Any way you look at the question, still the fact comes up that the SIU takes the lead again. Even though the Pile-it devotes considerable chatter to how and why the NMU is willing to take five and five. At the time of writing this, I would like to point out that the NMU's overtime clarifications are the same as the SIU has been collecting for the past year. For instance, when the fireman on watch after five and before eight has to supply steam for the winch, etc., they collect and have been collecting for some time. Now, finally, this is to include the Commie boys. This, my children, is the NMU's 1941 style of making

conditions for men that man the ships.

If and when the rank and file of the NMU take the power away from the Commies that now have it, than they may be able to keep up with the SIU in the matter of pay and conditions.

At this year's negotiations, the NMU was the skeleton in the closet that plagued the committee down here, and I'm sure the same goes for the West Coast. If instead of having to fight this sort of thing, a committee could go in knowing that all hands were fighting together, then we would have the world by the tail.

So, any day now we can expect to see a blast against the SIU for again "disrupting the industry" by raising the wages of the work-ox, while Mutton-head was talking to the English workers instead of talking for the American seamen that pay his freight.

When will the men that are sailing the only big company in the Gulf get tired of taking a horsing around and come over to the SIU? If Lykes here in the Gulf were SIU, then, my children, the industry would be solid, for this would eliminate the coastwise differential and the present differential being paid by the companies. The ten and ten would look just as big to the Lykes sailors as it does to all the rest.

Fraternally,
ARMY

SAVANNAH

Editor, Seafarers Log
Dear Sir and Brother:

Shipping around Savannah is still good. Ships are still leaving here short-handed. The S.S. City of Savannah came in the other day with the sailors demanding that they be moved out of their old quarters. This beef has been hanging for a long time. Due to the cooperation of the Quartermasters, Oilers and Watertenders aboard this ship, we were very successful in placing the A.B.'s two men to a room.

Also had the S.S. Alcoa Puritan in here. This ship came from the Pacific Coast via Chile. This being a new ship and an addition to the Alcoa Steamship Co. fleet, there was a lot of disputed overtime aboard this ship. After taking it up with the three department delegates, the Chief Mate and the Chief Engineer, this was cleared up, so there won't be any delay in paying off in Norfolk, Va., as they all have transportation back to the Pacific Coast.

Also had the S.S. Helen of the Bull Steamship Co. in here. All beefs on this ship were settled, and she sailed for Jacksonville, two A.B.'s and one Oiler short. Right now I'm hunting for an AB and an Oiler for the S.S. City of Birmingham. After an absence of two years we are having the S.S. Shickshiny in here tomorrow from the Far East.

Brother Biggs dropped in here the other day for the purpose of signing an addendum to the new agreement, and we were successful in getting the same addendum as the Waterman Steamship Co.

That's all for now. Steady as she goes,

CHARLES WAID, Agent
Savannah Branch

SEAMAN FINDS ARMY TRUCKS LIST TO PORT

Dear Sir and Brother:

I sure am glad about the raise of pay the boys got on the bonus. I head about it in a copy of the Log you sent me here at the Army post. Say, does the union hear much from the other brothers in the army?

It seems to me that it is about time the shipowners and the government started to put some artillery on the ships for the protection of the boys.

Me—I'm running land ships now, and not so good either. I turned my truck over three times the other night during maneuvers when I was driving 40 miles an hour without lights. We were being attacked from the air, while riding along on a convoy of about 15 trucks. It was so dark I couldn't see a foot in front of my fenders and when a turn came, in the road, I went straight ahead into a ditch and turned over.

Well, nothing more to write about except to say, keep up the swell work, guys. I sure wish I was back in the hall ready to sail out again to sea.

I still say that the chow here is lousy. Never could be like the chow we get out at sea.

So, keep her steady as she goes for a hell of a long time to come.

SEA-GOING ROOKIE

MONEY DUE

The following seamen each has a check for \$41.66 in the New Orleans hall. This money is from the P. & O. strike settlement.

- J. BARBER
- J. JOY
- E. SHAW
- R. S. ABREU
- N. R. RUDNICK

The following brothers have money coming from the Alcyone for standing by. Collect from Rolnick & Asofsky, 11 Broadway, New York City.

- JOSEPH MILLER
- C. SERRANO
- J. VELASQUEZ
- G. WINFIELD
- G. M. LAURIE
- W. FARREL
- P. POWERS
- L. BOYER
- GARCIA
- GEORGE BROWN
- A. SANDUSKY

LOST

A dark brown suit case disappeared from the Boston hall. It had the initials on the side, J.T.W. The owner of the bag is not so much concerning about the loss of the bag itself, but rather about the personal papers that were in it. These papers are the property of John T. Welsh, SUP No. 2258. Anyone coming across these papers, please forward them to the owner in care of the Seafarers Log.

Clifford Jackson

Contact Glenn F. Waugh, attorney-at-law, First National Bank Bldg., Fairsburg, Nebraska. The attorney states he has information that will prove to your advantage.

A.F.L. Urges Union-Label Christmas

Washington, D. C. — I. M. Ornburn, Secretary-Treasurer of the Union Label Trades Department, announced the annual drive urging Christmas shoppers to buy only union label gifts.

Because of the increased sales of merchandise during the holiday season, the A. F. of L. asks members of labor unions, their families and friends to demonstrate the value of the union label market by purchasing Christmas presents only from firms that display the union label, shop card and service button.

Seafarers' Log

Honor Roll

CREW OF S. S. GREYLOCK

Niels Kastrup	\$2.00
G. Ehmsen	2.00
Hodges	2.00
M. Ludwick	3.00
J. Spaulding	1.00
Phillips	1.00
C. Barthlum	2.00
I. Weinstein	2.00
J. Ochab	5.00
L. Gallo	4.00
J. Cataldo	1.00
H. De Boer	2.00
L. Basner	1.00
O. Leary	2.00
Toy	2.00
A. Macmunn	2.00
L. Donovan	1.00
C. Cooper	1.00
J. Cronin	2.00
T. Shea	1.00
Bolger	1.00
J. Murphy	1.00

Total \$41.00

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

Secretary-Treasurer's Office

Room 213 — 2 Stone Street, New York City
P. O. Box 25, Station P Phone: Bowling Green 9-8346

DIRECTORY OF BRANCHES

BRANCH	ADDRESS	PHONE
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MORE ABOUT

Conditions on NMU Ship

(Continued from Page 1)

been sold out by the pie-cards if they had raised a beef.

"But I'm getting ahead of myself, because the story starts in Singapore last June. I was taken off my own-ship, the S.S. City of Alma, with typhoid fever. When I recovered from the fever, I couldn't find any SIU ships. Finally, after waiting a couple of weeks, I shipped on the Executive, an American Export rust-bucket manned by a NMU crew. I signed on as fireman.

"Well, the scow took on oil at Calcutta and then set for Honolulu. About a day out of Calcutta, when I'm on watch, the Second Engineer comes down to me and says, 'Get up there and clean the forepeak where the oil slopped over.'

"I explained to him that I was on watch, but that didn't make any difference. 'You heard me, get up there,' he yelled. I warned him that it was overtime work. 'Well see about that,' he said.

"When I finished my watch, I took my overtime to the engine delegate and asked him to straighten things out. 'Well, you are not a union man,' he said to me, 'and so I don't think there is much we can do about it.'

"What do you mean, I'm not a union man,' I said, 'I belong to the SIU.' Well, the minute I mentioned the SIU, this bozo threw up his hands in horror and would have nothing more to do with me. Later I was to see that me being a member of the SIU was only an excuse with him for dodging the beef. He never wanted to speak up to the skipper, even on legitimate NMU beefs—and there were plenty that should have been brought up. "So I can't get any satisfaction from the delegate. So I figured that I'd wait until I got to New York and saw the agent.

"We tied up at Honolulu before heading for the Canal. While in port there, a fight broke out between a fireman and an oiler. The fireman, who had been getting the worst of the fight, suddenly pulled a six-inch knife and lunged for the oiler's throat. His reach was a little short and instead of stabbing the oiler in the throat, the knife split his chin. I was standing midships when this happened. When I saw the knife work, I jumped on the fireman who was below me on the well deck. The force of my jump knocked him to the deck and the knife out of his hands. Once he dropped the knife, the rest of the deck gang piled in and tied him up.

"Again I went to the NMU

delegate and demanded that union charges be brought against the fireman for carrying concealed weapons and for attacking a union brother. Again the delegate sniveled around and refused to do anything about it. I said that the least the union could do was to demand that the skipper send ashore for a doctor to patch up the knife cuts. But the crew took absolutely no action, and the oiler continued to work without even receiving any shots for lock-jaw.

"Well, this hell ship pulled anchor and headed for the Canal. But before we lost sight of Honolulu another fight broke out.

"This time a cocky little S.O.B., who was Deck Cadet, started to beat up the pantryman. The thing boomeranged, and the pantryman gave him a real shellacking. It so happened that the Deck Cadet was the first cousin of the Chief Mate. The Mate couldn't stand seeing his relative getting beaten up, even if he did start the fight, so he piled in on the pantryman from behind, knocked him to the deck, grabbed him by the feet and damn near threw him over the port rail. He really beat that poor pantryman until he couldn't stand.

"This time I thought I'd wait and see how the crew acted. I waited—but no action. Finally I spoke up and asked why the crew didn't take some action—why they didn't prefer charges against the Mate for corporal punishment.

"The Mate heard me make that demand and came running up to me and said, 'I'll push your face in if you don't pull your nose out of this.' I asked him who he thought he was talking to... Some NMU stumble bum? He calmed down when he saw I wouldn't fold.

"For the rest of the trip that Mate terrorized that crew, and acted if he had never heard of a trade union.

"When we hit New York, the NMU patrolman showed up. I began to tell him the beefs, but he turned on me and said that he couldn't do anything about them. He spent practically his entire time on board bawling out some guy that was back on his dues.

"It makes me laugh when I hear the NMU pie-cards sounding off about how wonderful their union is. What crap! If I had to ship through the NMU, I'd probably leave the sea.

"Thank God for the SIU that's all I got to say."

Candidates for 1942 Office

- SECRETARY-TREASURER**
(Vote for 1)
PAUL GONSORCHICK #741
SIDNEY GRETCHER #6700
JOHN HAWK #2212
- ATLANTIC REPRESENTATIVE**
(Vote for 1)
HARRY COLLINS #496
CARL M. ROGERS #G-2
- GULF DISTRICT REPRESENTATIVE**
.....
- BOSTON AGENT**
JOHN MOGAN #216
- BOSTON DECK PATROLMAN**
VINCENT YAKOVONIS #1774
- BOSTON ENGINE PATROLMAN**
(Vote for 1)
CLYDE R. COBURN #106
J. E. SWEENEY #1530
- BOSTON STEWARD'S PATROLMAN**
(Vote for 1)
S. E. BAYNE #13
HAROLD BURKE #1077
- PROVIDENCE JOINT AGENT**
(Vote for 1)
JOSEPH E. LAPHAM #427
J. L. McHENRY #425
- NEW YORK JOINT AGENT**
(Vote for 1)
DON RONAN #1374
FRANK WILLIAMS #6161
- NEW YORK JOINT PATROLMAN**
(Vote for 2)
GEORGE (GUS) JOHNSON .. . #2025
CLARENCE E. NORMAN #987
- NEW YORK DECK PATROLMAN**
(Vote for 1)
LOUIS GOFFIN #4526
DOUGLAS MUNCASTER #297
- NEW YORK ENGINE PATROLMAN**
.....
- NEW YORK STEWARD'S PATROLMAN**
(Vote for 2)
A. J. COBB #371
CLAUDE FISHER #362
FERDINAND HART #488
- PHILADELPHIA JOINT AGENT**
JOSEPH FLANAGAN #542
- PHILADELPHIA JOINT PATROLMAN**
Vote for 1
ROBERT HILLMAN #3188
EDWARD M. LYNCH #3693
- BALTIMORE JOINT AGENT**
(Vote for 1)
LEROY F. DEUTSCH #2860
DURWOOD STOREY #3012
- BALTIMORE DECK PATROLMAN**
REXFORD E. DICKEY #652
- BALTIMORE ENGINE PATROLMAN**
JOHN KUPTA #429

- BALTIMORE STEWARD'S PATROLMAN**
(Vote for 1)
CARLTON DOUGLAS #4911
WM. HAMILTON #3400
JOHN F. RYDER #1114
JOHN VECHIO #1616
- NORFOLK JOINT AGENT**
BERGER HANSEN #3135
- NORFOLK JOINT PATROLMAN**
BUD RAY #647
- PUERTO RICO JOINT AGENT**
Vote for 1)
DANIEL BUTTS #190
A. E. QUINONES #G-13
CHICO SOLAS #1002
JOSEPH WAGNER #G-153
- SAVANNAH JOINT AGENT**
(Vote for 1)
ALTON V. DAWSON #2198
CHARLES B. MARTIN #G-16
CHARLES WAID #G-54
- JACKSONVILLE JOINT AGENT**
.....
- MIAMI JOINT AGENT**
(Vote for 1)
L. O. BAKER #G-190
W. A. (BILL) O'BERRY #G-14
JOHN LOPEZ #G-127
J. K. SHAUGHNESSY #G-118
MARTIN TRAINOR #50060
- TAMPA JOINT AGENT**
(Vote for 1)
E. L. GREENWELL #5853
D. L. (JACK) PARKER #G-160
RAY W. SWEENEY #G-20
- MOBILE JOINT AGENT**
OLDEN BANKS #G-1
- MOBILE DECK PATROLMAN**
.....
- MOBILE ENGINE PATROLMAN**
ROBERT A. MATTHEWS #G-154
- MOBILE STEWARD'S PATROLMAN**
(Vote for 1)
CHARLES E. TURNER #G-15
EDISON WALKER #G-21
NATHAN W. WELBORN #G-6
- NEW ORLEANS JOINT AGENT**
(Vote for 1)
A. W. ARMSTRONG #G-136
H. J. (SMOKEY) SCHREINER #G-308
- NEW ORLEANS DECK PATROLMAN**
(Vote for 1)
PETER P. JASON #G-11
M. C. (JAKE-A-LOU) STAMPLEY #G-347
E. (JACK) VOREL #G-10
- NEW ORLEANS ENGINE PATROLMAN**
C. J. (BUCK) STEPHENS #G-76
- NEW ORLEANS STEWARD'S PATROLMAN**
TEDD R. TERRINGTON #G-68
- TEXAS CITY JOINT AGENT**
(Vote for 1)
J. A. (JOHNNY) DARMOS #G-16
E. R. WALLACE #G-237

U.S. Freighter Construction Speeded Up

Rear Admiral Emory S. Land, chairman of the Maritime Commission, released figures this week on the progress of the U.S. ship building program, which is aimed at the creation of a merchant fleet "second to none other in the world."

"The original plan for the construction of 500 ships," said Admiral Land, "has now pyramided because of the national emergency into a composite program involving the construction of approximately 1,600 ships from the inception of the program in 1937 until approximately the end of 1943."

The Admiral further revealed that in the naval program there have been 2,831 ships ordered since 1940. They will cost a total of \$7,234,262,178.

Joe Curran Has Labor Troubles

Recently the NMU opened a new headquarters and accompanied the occasion with typical Curran bombast. The building was called the "best" and the "biggest" and the "most modern," etc., etc. The PILOT damn near broke the typewriters in an ecstasy of self-praise.

What WASN'T revealed during all this horn blowing was the fact that when the NMU went to renovate its "super-colossal" headquarters it ran into labor trouble. This fact only leaked out this week.

Curran hired AFL electricians and plasterers and carpenters and painters to fix up his headquarters before he moved in. The CIO, which has been trying to muscle in on the building trades in New York, heard this and raised hell.

Curran is vice-president of the CIO, and he is being accused of sabotaging his own organization.

Hm, hm, hm. What have we heard that accusation before?

DO NOT SHIP

November 14, 1941

Editor, Seafarers' Log:
Dear Sir and Brother:

I am in receipt of a letter from the ship's Delegate of the S.S. Edith of the Bull Lines, in which he states that there is a man named C. Gordon, permit 944, on that vessel, who has not paid any dues since April of this year. From the letter I get the impression that Gordon hangs around the docks in small ports where there is no Union Hall and ships off of the dock. He always quits before the ship reaches a port where there is a Union Hall. This way he is a hard man to catch.

In the regular meeting held in Mobile on April 28, 1941 the membership voted to revoke this man's permit and to refuse him membership in the Seafarers' International Union of N. A.

This action has been concurred in up and down the coast. Will you please print this information in the Log.

OLDEN BANKS

Government to Requisition 80 Merchant Ships

Moving swiftly after the passage of Neutrality Act amendments, the Maritime Commission is preparing to virtually requisition the 80-odd merchant vessels operating in the Red Sea and Pacific defense runs in order to accelerate the delivery of lend-lease cargoes and the receipt of strategic and critical materials from abroad, it was learned from reliable information.

The new measure of control, superimposed on the control the commission already exerts through the Ship Warrants Act, will result from a revision of present charter arrangements between the commission and the owners of these vessels.

The effect of the revision would be the equivalent of Government requisitioning of the ships in that complete direction of operations will be in the commission's hands without further ado.

According to Washington authorities, the revised agreement provides for a time charter of vessels for the length of the emergency, at a rate acceptable to the commission and the owners.

Finnish Ships Sunk In the Baltic Sea

Three Finnish tankers which were familiar to American ports before the war, were sunk last week somewhere in the Baltic Sea.

The ships were the 4,360-ton Hogland, formerly in service between Petsamo, Baltimore and Norfolk; the 2,517-ton Tauri, which formerly traded between Havana and Newport News; and the 1,848-ton Cisil. Twenty seamen lost their lives on the three ships.

When the ships were sunk, they were reportedly aiding the Nazis in their war on the Soviet Union.

It has also been reported that three other Finnish ships that used to run between Gulf and Southeastern American ports, have been captured by the British. These ships were the Mädesta, Rolfsberg and Solbritt.

Ickes' Gas Scare Proves False Alarm

Well, one scare is over—the scare of a gasoline shortage. Not that many seamen have automobiles to whiz around in when they are on the beach, but Secretary of the Interior Ickes let out such belly-yells about the gas shortage that it could be heard by a blackgang ten miles at sea.

Now Mr. Ickes reluctantly admitted that it was all a mistake. There's plenty of gasoline after all. In the meantime, of course, the big oil companies cleaned up. They threw about 100,000 employees out of work and in many instances boosted the price of fuel.

Somehow the employers always seem to come out on top in these "national emergency" situations.