

**SECURITY  
IN  
UNITY**

# SEAFARERS Log

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



Vol. VI.

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No. 27

## SIU Settles \$11,200 In Week's Beefs

### US Seamen Again Lauded For Their Part In Invasions

WASHINGTON, D. C., August 28—American merchant ships with their civilian crews continue to make a vital contribution to the successful invasion of Europe as Allied armed might pours over the Southern beaches of France, the War Shipping Administration announced today.

Hundreds of American freighters were among the 641 vessels which the Navy has announced flew the American flag in carrying the invasion forces and their supplies to the Southern beaches of Hitler's "fortress Europe." The ships carried men, combat equipment and supplies, and will continue to reinforce the beachhead as it is enlarged.

During the early days of the Normandy invasion more than 150 American merchant ships, averaging about 10,000 deadweight tons each and largely made up of Libertys, carried men and material to the beachhead. With them were nearly 120 British merchant ships of similar capacity and a large number of smaller British craft. American and British seagoing tugs played an important part in the invasion effort.

Despite heavy enemy fire the volunteer civilian crews of the American Merchant Marine took their ships in. They worked long hours operating deck machinery to unload cargo and delivered the

goods and troops to hold the established beachheads.

The difficulty and dangers of their task was reflected in letters to the crews by Admiral Sir Bertram H. Ramsay, Allied Naval Commander-in-Chief, Invasion Forces, and Vice Admiral E. S. Land, USN (Ret'd), War Shipping Administrator, commenting on a job well done and successfully completed in support of our armed services.

Many of these same ships have continued to operate shuttle service across the channel and the supplies and men they carry have been largely responsible for the sustained speed of the present drive toward Paris. Large numbers of ships have left Atlantic coast ports to unload their cargoes on the shores of France.

Three-fourths of a recent large convoy was flying the American flag, in contrast to the last war when the greater part of American men and supplies was carried on foreign flag ships.

### Belgians Re-establish National Trade Union

The Belgian National Trade Union which was dissolved by the Germans in 1940 has been re-established in secret, according to the London radio, and the United Nations Information Office.

The new organization is issuing circulars to help the resistance against the enemy, and has also composed a manifesto proclaiming the principles of the Belgian workers' party.

### IMPORTANT!

The membership assembled at all Branches of the Union have many times gone on record that all members of the organization shall pay their dues in the port of payoff.

Refusal to follow this policy of the organization will result in charges being brought against members violating this rule.

### New York Officers Of Union Work As A Team To Make Strong Gains For Membership

NEW YORK, N. Y., August 31—Disputes which will show the membership of the Union that the organization is actively working for their interests were settled here this week, Paul Hall, port agent, announced here today. The result of the settlement of these disputes amount to nearly \$11,200 in cold cash for the members involved Brother Hall said. He further declared that the settlements which are from many different

companies and from many different ships of each company—many of which were sent in from other ports—were obtained by the thorough teamwork displayed by the New York Branch officers.

"Working as a team," he said, "the patrolmen tackled the many problems encountered by the disputes. Where one officer of the Union was unable to carry through a dispute because of pressure of other work another officer took it up and held on until final settlement was made by the company involved."

He continued that many of the patrolmen and Union officers had worked many hours overtime to collect the monies due to the members.

"Sometimes they would stay in a company office until eight or nine P.M.," Brother Hall said. "Even at that they were prepared to stay there until morning to get the disputes settled. They worked on the principle that where the members had worked overtime, if necessary, the officers

(Continued on Page 3)

### Flying Lifeboat Designed For Sea Rescue Work

A new power-driven plywood lifeboat designed to be dropped from planes to sea-stranded personnel has been developed by the Army Air Forces Material Command, according to an article which appears in the August issue of Air Force, official AAF service journal.

Successfully tested in the Gulf of Mexico, the 27-foot, air-rescue craft now is in mass production. It provides shelter, carries food and clothing and enough gasoline and sail to permit a 1,500-mile voyage in the roughest weather.

Light, strong cables hooked to conventional bomb shackles hold the boat snugly against the underside of the B-17 fuselage from which bomb bay doors have been removed. Standard bomb hoists aid in attachment process which requires only thirty minutes.

### America Joined ILO 10 Years Ago

MONTREAL—In the ten years in which the United States has been a member of the International Labor Organization, a number of tangible benefits to labor have resulted, the ILO said in a statement marking the tenth anniversary of this country's membership.

Pointing out that America joined the ILO on August 20, 1934, following a joint resolution passed by the Senate and the House authorizing the President to accept an invitation to join, the office recalled that, through Samuel Gompers was active in getting the ILO started, this country did not come in until fifteen years after the organization was set up.

Though most of the world has been at war for five of the ten years since the United States joined, and the annual conferences were suspended from 1939 until this year, a number of tangible benefits have resulted. More than a hundred Americans, representing the government, union labor, or employers' organization have attended conferences.

Before the war, the U.S. Senate ratified five ILO conventions, all applying to maritime employment—setting an eight hour working day; a minimum age (15 years) for child labor at sea; ship owners' liability in case of sickness, injury or death of seamen; minimum requirements of professional capacity for masters and

officers on merchant ships, and annual vacation with pay.

The conventions on the marine industry were introduced for the greater part by the late Andrew Furuseth, founder of the Sailors Union of the Pacific, AFL, and long a fighter for the American seamen as well as for those of the rest of the world.

### New Merchant Marine Awards Authorized

WASHINGTON, Aug. 29.—President Roosevelt today authorized a series of awards for the merchant marine, including a plaque to any ship cited by the War Shipping Administrator for distinguishing itself during the war, according to the Associated Press.

A ribbon bar citation was created for officers and men of vessels honored for "outstanding action against attack or in gallant action in marine disasters or other emergencies at sea."

The order also established a meritorious service medal for award to officers and men for "conduct or service of a meritorious character, but not of such an outstanding character as would warrant an award of the Merchant Marine Distinguished Service Medal, established by an act of April 11, 1942.

Until two years after the war the administrator was authorized to issue a distinctive service ribbon to crews serving at any time between September 8, 1939 and December 6, 1941.

### ATTENTION!

Future meetings of the Seafarers International Union of NA in the Port of New York will be held on the 3rd floor of the new hall of the Union at 51 Beaver Street.

The location is easily accessible from the old quarters of the Union at 2 Stone Street, being only a few block away. Any officer of the Union will direct any member enquiring the location.

### "SIU At War" Booklet Out

Off the press and already distributed is the 48-page booklet, "SIU At War," a graphic story of the part SIU men have played in the fight for freedom.

Dedicated to the more than 1900 SIU seamen who have died along the sea routes to the fighting fronts, this booklet contains outstanding stories of the war at sea.

Of particular interest to the older members is a description of a voyage to the Caribbean in the days before convoys and offshore patrols, when ships sailed alone, unarmed, through waters lined with U-Boats. There is also the story of the Robin Moor, first American ship sunk by enemy action in World War II; the story of the City of Atlanta, from which only three men survived; the Star of Scotland, SIU-manned windjammer that was sunk by an enemy sub in the South Atlantic, and many others.

# SEAFARERS LOG

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SEAFARERS' INTERNATIONAL UNION  
OF NORTH AMERICA

Atlantic and Gulf District

Affiliated with the American Federation of Labor

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## Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK (4)	2 Stone St.	Bowling Green 9-3437
BOSTON (10)	330 Atlantic Ave.	Liberty 4057
BALTIMORE (2)	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS (16)	339 Chartres St.	Canal 3336
SAVANNAH	218 East Bay St.	Savannah 3-172b
TAMPA	423 East Platt St.	Tampa MM-1323
JACKSONVILLE	920 Main St.	Jacksonville 5-1231
MOBILE	7 St. Michael St.	Dial 2-1392
SAN JUAN, P.R.	45 Ponce de Leon	San Juan 1885
PUERTO RICO	219 20th Street	Galveston 2-8043
GALVESTON		

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## WHAT'S DOING

# Around the Ports

### NEW YORK

We had our first meeting Monday night at our new Hall and we had one of the largest meetings we ever had before at a Branch meeting in this Port. All hands were very pleased with the set-up there and were very proud of the layout throughout the new building.

It was only fitting that at the first meeting in our new Hall that we should have in this Branch the largest week in the Union's history as for business and shipping. And to top it all and make a grand slam, this Branch also had the largest amount of beefs ever settled in a week.

The total number of disputes ran over \$11,000.

There is no need in duplicating the men's names and amounts due, so all of you fellows, look in this week's LOG under the money due list, and see as to how, when and where to collect the money settled in your favor; although a few have already collected.

There is no need in saying that in knocking out these beefs, it took a lot of the local picards' time. The Patrolmen in this Branch are really doing a bang-up job by handling the affairs of the membership and all of 'em are due a vote of thanks from the membership as a whole for the hard work they have put in here recently.

Due to shipping being so good here, and the fact that I mentioned same before, quite a few of the boys from outports are now drifting in. Among the many familiar faces that came in here in the past week or so are: Curly Rentz, Keith Alsop, Red Simmons, Eddie Janowski, Andrew Bailey, J. B. Ross, Oscar Grimes, and Harold Nelson, all old Seafarers members.

These boys seem to like the big town and no doubt, they will be shipping out of here regularly now.

We had a case the other day a lot of the boys would get a big kick out of if they had been around. We had a mad-dog Skipper on an Alcoa ship in and at the pay-off time, the guy acted as though he was a complete bug. He wanted everybody to know that he was strictly god almighty and an absolute master, not only on the ship he was on, but on everything within his eyesight.

The Patrolmen here, using their usual system, managed to hold this bum down long enough to handle the crew's disputes to their satisfaction and then left the ship.

This guy evidently took it the hard way because a few days later, it appears that one of the Coast Guardsmen told him to quit smoking on deck and immediately the Skipper, who was still sore at having to shellout at the pay-off. He went into his song and dance with a loud, loud cry of "I AM THE MASTER!" This didn't make him any the more popular and this "dearly beloved" character is now residing in the local calaboose.

All he needs now to be half-

way civilized is to make just one more trip into the port of New York on an SIU ship. He will by that time be converted the same as some of the rest of them have been. **The Hard Way.**

### SHIPBOARD BEEFS

We still have quite a few shipboard beefs here with disputes that range all the way from "cooks who can't cook, to bucko mates who have to be educated."

In addition to this, it appears that all the old rustbuckets are going to pieces at one time and as fast as one comes in, we have a list of repairs about as long as your arm to take up and have the companies fix so as these same scows will be livable for the crews who take them out. And Brother, if you don't think that some of these rustbuckets are not absolutely filthy and scummy, then you ought to go on board some of them.

It is getting tougher and tougher to crew such jobs up. Eventually some of these companies are going to wise up to this fact. Then they'll drag them into drydock and give them a genuine going over from stem to stern so that they can get competent men to take them out, instead of full crews of tripcard men who don't know what the score is and who bring them into port in even a rottener shape.

### GREENISH COMMIES

I noticed a couple of green looking objects walking down the street the other day and upon examination, it turned out to be a couple of the local Commies from down NMU-way. It seems that the Seafarers in rigging up such a beautiful layout as we have in our new building, is causing these guys no end of grief.

Their big selling point to the public up this way in the past has been of their so-called "union" hall's layout. Until we got our new place, we were in no position to compete with them on that basis. Now we not only compete with them, but can put them completely in the shade, and we can do it without sounding any party lines.

Yours for better Seafarers Union Halls and more green Commies.

PAUL HALL, Agent

### NORFOLK

Things are rolling along pretty well in this old Virginia Port, and many members are coming in from other ports such as Tampa, Mobile, New Orleans and others.

Shipping has picked up quite a bit in the past ten days or so, but we have a shortage of key men in all three departments, and especially a shortage of coal burning firemen (colored), so if any of you coal burning firemen care to, you can just come to Norfolk, and hit the front door with your gear.

This Palooka Hunter of the great South Atlantic Line came into the Port of Norfolk with the idea of putting over his chiseling tactics, but when the smoke had cleared away on two of the SA's wagons, he was a sad and very much disillusioned gazuni, and he even went so far as to try and

beat the members of a certain ship out of their subsistence, and he finally ended up by getting a cab, (it must have cost him \$5.), and delivered the money down to the men at 7:30 P.M. at night.

"Lo and behold! But did the Waterman Company catch hell from the Coast Guard. They were chiseling or trying to, on the Security Watches.

The Coast Guard copped a sneaker on two of the Waterman rust-buckets, late at night, and brother, oh Brother, they really tagged the Waterman Line. What the outcome is, we do not know at the present time, but I am positive that "Mr. Waterman Company" will really pay a nice fine.

The same said outfit is really squawking about Stewards having to ship through the Union Halls, and in fact, they are squawking about most everything. The Company was informed that they could get their eleven cent Stewards in the past, but that now we were going to send them real Union Stewards.

That big song hit—"BLUES IN THE NITE" must have been written for and by Waterman, for they are really singing same along with day and night.

George M. (OVERTIME) Thomas, and H. (Screwblal) Miller from South of the Border, or to be exact, New Orleans, came up to the Smithfield Ham village, and just before departing these shores, they politely informed the guys in this port that they were leaving Norfolk, as there was too much action here, and that they were going home to rest. You did a good job while you were here, O.T. and Screwball, so keep up the good work wherever you may be.

The Hall is all painted out, and when some of the older men who have been shipping out of here came in, you just hear them yelp: "Holy Cow," but is this the same hall we had last year. But all kidding aside, Brothers, there is really a great improvement in the Hall, and we are going to try and keep it that way.

Harry (Doghouse) Harnsdorf is in our midst down here, and every now and then, he pays a visit to the Hall, and when he takes off his hat, we turn off all lights, as he has lost the other two hairs that he had on his head when he left New York. Incidentally, the guys are now calling him "SPOTLIGHT DOME."

It really does look nice when you read the minutes from the other ports and see that "building fund" rising. It certainly denotes our strength, Brothers, and when we manage to buy Union Halls in all of the key ports, you can rest assured that we won't have to worry about Landlords who can be controlled by the shipowners, throwing us out in case we do something that they don't like, when this war is over.

A few old-timers showing up down Norfolk way is always in order, so just hit the front door with your seabags. Regards to all SIU Brothers overseas, on the beach and where ever you may be, so with steady as she goes,

CARL M. ROGERS, Agent

## Union Clamps Down On Rules For Stewards' Shipping List

Pursuant to the final resolve in a resolution passed by all ports, all Stewards and the so-called "Key-Ratings" in any department must register at the Union Halls for employment and ship from the rotary hiring lists.

Any failure to abide is shown in the resolution's penalties, as follows:

The resolution signed by seventy-nine members, and was passed, reads as follows:

BE IT THEREFORE RESOLVED, that any man registering at a company office or bearing a letter of recommendation to a specific job be fined Fifty dollars (\$50.00) and be suspended from the shipping list for a period of sixty (60) days for the first offense, and for the second offense be fined one hundred (\$100.00) and never be allowed to ship in a rating as key man again, and

Joe Glick 7516, W. J. Kirby 852, L. Paradeau A 9, L. F. Hoth 22018, A. Nozva 21522, J. R. Velasquez 20424, S. S. Celon 22896, Henry Buckmann 22899, J. Cruz Jr. 3538, Jose G. Lopez 4874, M. Lanchron 4197, M. A. Duchan 22566, Thomas W. King 24238, J. E. Brown 6794, H. Nelson 7016, E. Schweiger 864, S. Heinfing Pas 30, P. Silverson 38731, E. Flowers 23876, L. Williams 21550, L. S. Johnston G53, F. F. Seufert 24020, G. Blanchette 31257, Martin 25278, A. H. Lopez 38898, R. Corcla 27374, P. H. Parsons 27751, Louis Pinnilla 29166, E. G. Hurst 22716, C. F. Locknish 30414, A. Lorrie 25334, S. S. Ary 24572, W. Darough 21981, N. C. Cashewf 21732, E. Kelch 6523, R. E. Porter Jr. 10786, A. Collett 24602, S. Frey 28438, F. D. Foster 26801, C. R. Watson 23186, W. E. Culliman 24952, H. L. Babbitt 10243, W. Gentry 7689, A. Michelet 21184,

A. V. Alliusi 28495, S. Turner 7199, E. Anoyo 6933, W. G. Rue-rap 27402, C. H. Starling 6220, Ray White G57, J. Algina 1320, C. E. Cummings 23347, L. N. Johnson 108, E. R. Smith 20057, W. Hamilton 3400, C. B. Masterson 20297, J. H. Houners 256, J. P. Shuler, G101, C. G. Haymond G98, W. Paul Gonsorchik 749, H. W. Greenlee 21066, S. M. Arruda 22512, Thos. E. Maynes 22367, J. M. Schell G298, D. S. Beachley 24369, John H. Morris G309, W. C. Francis 20832, P. T. Lykke 21466, P. -F. Werstein Pac 186, B. F. Sellers G202, E. Taylor 30264, H. C. Michels 7602, L. Gonzalez 3247, P. O. Peralta 21397, R. Anderson Pac 39, J. W. Prescott G114, C. J. Sobczyk 27763, H. Peters 4478, V. Vomias 27712, F. De Haney 24385, D. Horn G166, W. H. Moore 596C, H. Ward 26009.

## NOTICES

JAMES DONOVAN, Book 32566.  
Your book is being held in New York, as you did not pick it up at pay-off of the SS Henry Rice.

### PRESTON WITMORE

Will you please send in W. Wilcher's Book No. 21655 to New York Branch. Your application for Dup. Book is being held here until called or sent for.

# A Labor Day Message SIU Settles \$11,200 In Week's Disputes

By GEORGE MEANY

Secretary-Treasurer, American Federation of Labor

As another Labor Day comes around, the millions of men and women who comprise American labor—together with the workers of all nations that stand with us in the effort to put an end to the barbarism of Hitler Germany and fascist Japan — take justified satisfaction in the great changes which the war picture has undergone since twelve months ago. These changes—changes all for the better—could not have taken place, as the head of one of the United Nations has publicly acknowledged, had it not been for the astounding production in the war plants of the United States by America's production soliders.

Our duty here at home is to do everything that lies within our power to guarantee that the victory is brought about sooner. For every day the lives of some young Americans are being snuffed out by Axis guns and bombs. Victory advanced by only one day will bring home safely to their families hundreds—perhaps many thousands—of Americans who otherwise would not return.

Some charge that there is complacency on the home front. Perhaps complacency does exist in some sections of the home front. But if it exists anywhere it is not among the men and women who have been serving so valiantly on the production lines. The continuing flood of war production is the direct result of the unremitting, efficient and devoted efforts of America's wage-earners and constitutes proof positive that there is no complacency within the ranks of labor but on the contrary, a clear realization of the importance of working hard and producing much.



GEORGE MEANY

Coupled with our feeling of joy at the progress of the United Nations along the highroad to victory over those who sought to enslave the world is a feeling of profound concern at the almost total failure to date on the part of industry and government to do anything more than talk about the problem of giving decent jobs in the days of peace to the many millions of ex-war workers and ex-servicemen. Of inconclusive and sweet-sounding prattle the American people have had a great deal, but of realistic, practical action to guarantee that war's end will not mean widespread unemployment there has been scarcely any.

For more than two years the American Federation of Labor has served repeated warnings to industry and government that full employment, achieved in time of war, must be made to prevail also in time of peace. This is not merely something for which workers and veterans will be wistfully hoping. On the contrary, this is something they will insist upon having.

Having sweated and bled to preserve the nation, having seen with their own eyes how prodigiously the country's industrial plant can produce for war, they will have no patience whatsoever with alibis allegedly explaining why full employment was not achieved.

On this Labor Day of 1944 we warn again that after the war there must be work for all who want work. For Americans of this decade, unlike those of the years 1929 and 1930, will not sell apples on street corners or queue up for free soup. When a thing is necessary Americans will put up with it cheerfully. But Americans of 1944 know that mass unemployment is not necessary, and knowing that it is not necessary they will not tolerate it.

The hour is late, but there is still time to make adequate provisions for peacetime production and peacetime employment of every war veteran and worker—there is still time if we move fast from here on.

(Continued from Page 1)  
of the Union would work overtime to collect the money due."

The settlements range from the collection of disputed overtime to the illegal breaking of watches; lack of security watches; divisions of wages for men short in different departments; failure of officers to break watches as provided for in the Union's contracts; as well as linen money for crews, and payment for a fireman-watertender having to stand a "throttle-watch."

Some of the settlements made for the individual members amount to as high as \$559 while many of the amounts that were in dispute were of a much lesser amount.

All monies are payable at the respective offices of the companies involved. A full list of the disputes settled follows hereunder:

## Money Due

### SS BABCOCK Bull Line

W. G. Geiger has 264 hours due for standing throttle watches aboard ship. Collect at Company Office.

### SS FRANK R. STOCKTON Calmar SS Co.

...Charles Robbins, AB and Donald Gin, AB have a division of OS's wages, 14 days—June 17 to 30. Collect at company office.

### SS ROBERT TOOMBS South Atlantic SS Co.

Disputed overtime now payable to C. E. Mainers, \$162.82; S. Antoinette, \$116.60; W. Rush, \$61.86; R. Krowe, \$37.17. Additional overtime for first assistant's failure to break watches will be payable in a few days. Collect at Company Office.

### ALCOA PILOT Alcoa SS Co.

A Thompson, AB; M. Wright, Bos'n; N. Temple, AB; D. Herlihy, AB; T. Overland, AB; E. Bumowski, AB; S. Birkland, AB; 2 hours each at \$1.10. Collect at Company Office.

### SS R. McNEELY South Atlantic SS Co.

Watches broken beef, Bangor, Me. Engine Dept. R. Chandler, Oiler, 8-12, 136 hrs; V. H. Kessler, Oiler, 12-4, 198 hrs; R. Reynolds, Oiler, 4-8, 259 hrs; L. L. Thacker, Fire., 8-12, 304 hrs; W. D. Durance, Fire., 12-4, 304 hrs; B. Henriksen, Fire., 4-8, 304 hrs. Collect at Company office.

### SS JOHN HAYE Bull Line

Missing utility man for 28 days, now payable to A. Delgado, utility; Standmore Bell, mess. Division of \$81.66. Collect at Company Office.

### SS JEAN Bull Line

One missing utility for 2 months and 5 days, payable to Herbert Smalls—William Jenkins. Division of \$189.58. Collect at Company Office.

### SS R. McNEELY

South Atlantic SS Co.

Watches broken—Bangor, Me., Deck Dept.: P. C. Bailey, AB, 12-4, 198 hrs; J. Sobjebko, AB, 12-4, 198 hrs; C. Digena, OS, 12-4, 198 hrs; W. Osmonski, AB, 8-12, 136 hrs; B. Hamlian, AB, 8-12, 136 hrs; D. Richardson, OS, 8-12, 136 hrs; B. Crawford, AB, 4-8, 259 hrs; M. Todd, AB, 4-8, 259 hrs; W. Hutras, OS, 4-8, 259 hrs. Collect at Company Office.

### SS WILLIAM PATTERSON Bull Line

Aben Moxey, Chief Cook and John Gibbons, 2nd Cook. Division of \$55.8. Collect at Company Office.

### SS ALCOA BANNER Alcoa SS Co.

Five weeks' linen money for the entire crew. Collect at Company Office.

## Two Vultures

"No Strike—Post-War" Bridges And "No Bonus Now" Curran Both dance to the tune Of certain things foreign.

They're scavenger boys Of the Browder Brigade The cut-rate concessionists Of secret deals made.

What price Labor standards? There's Stalin to save! The Future of Russia Is all that they crave!

They give you fair promise Of a far future day While employers seize pork chops In the midst of the fray.

They're volunteer shipowners Who shoulder their grief With mask of "Labor leaders" Instead of a thief.

They're now "Extra Legal" And flag-waving blighters Hoping to be made Tomorrow's Gauleiters.

Wrapped in the Flag They must curry favor And deliver the profits To the shipowners' flavor.

They Pledge to Longshoremen: Post-War balls and chains While they cut seamen's Bonus And sing their refrains!

Volunteers for the Bosses Free tools of Reaction! Traitors to the workers And a sinister faction.

The secret idolators Of the Stalinist creed With Party-line standards Selling out workers' need!

"No Strike—Post-War" 'Arry And "No Bonus Now" Curran Exposed by Life's sunlight As ripened and rotten.

Away with these fakers Pipe hands ship and shore Uphold honest standards With one mighty roar.

Away with these agents Of the false, phony creed And purge these corruptors To fill workers' need!

—Top'n Lift.

### M V BOONE ISLAND Moran Towing Co.

F. Russo, \$43.45; E. Garcia, \$123.24; T. Linton, \$50.56; C. McFarlane, \$26.07; E. Schon, \$30.81; G. Service, \$45.03; M. Franggos, \$42.93; C. Starke, \$56.09; D. Evans, \$48.98. Collect at Company Office.

### M V POINT VINCENTE Moran Towing Co.

J. Sappanfiend, \$3.16; S. Casarez, \$20.54; A. Dumas, \$1.58; W. Bean, \$18.96; A. Ahrens, \$15.01; S. Ahrens, \$3.16. Collect at Company Office.

### M V YAQUINA HEAD Moran Towing Co.

C. Owens, \$18.17; C. Dixon, \$56.09; N. Raines, \$55.69; Z. G. Stephenson, \$12.46; E. E. Benton, \$44.24; H. Steele, \$41.87; D. E. Bales, \$52.93; G. D. Olive, \$41.08; A. Snyder, \$21.33. Collect at Company Office.

### SS CRAWFORD Amer. Range SS Co.

Alfred Cedeno has 1 day's pay, no 2nd cook; R. E. Edmondson has 21 days' pay, night cook and baker sick; J. B. Arroyo has 27 days' pay, no galley boy; Robert Cavender has 63 days' pay, no utility man. Collect at Company Office.

### SS T. G. MASARYK Robin Line

G. W. Crossman, \$553.99; F. Padila, \$354.36; W. Zytz, \$559.26; N. Krivitsky, \$484.54; E. Cinnamon, \$512.65; W. A. Foster, \$309.09; H. Stevenson, \$83.13; W. Brown, \$518.80; W. Hardin, \$534.62; E. Pariseau, \$371.06; W. Halko, \$315.13; J. M. Starr, \$15.64; C. Ziegler, \$515.95. Collect at Company Office.

### SS WILLIAM PATTERSON Bull Line

Paid off Aug. 10, 1944—William Alston, 100 hrs; Roosevelt Stewart, 100 hrs; Alfred Layne, 100 hrs. Collect at Company Office.

### SS JOHN HAY Bull Line

Three oilers: D. Denoyer, 47 hrs; F. Koster, 83 hrs; R. Carlson, 79½ hrs. Collect at Company Office.

### SS BEN CHEW Calmar SS Co.

H. Eaton, Oiler, 4 hrs; J. M. Clark, Oiler, 4 hrs; W. Roux, Fire, 4 hrs; T. Breunan, Fire, 5½ hrs; F. Peralto, Fire, 4 hrs; A. W. Thompson, AB, 4 hrs; J. Silkowsky, AB, 1½ hrs; F. Werling, OS, 4 hrs; M. P. Galusha, OS, 4 hrs; K. Nikula, 4 hrs; D. Webster, 4 hrs; J. A. Sersen, Oiler, 4 hrs; F. Werling, OS, 43 hrs; R. Belzer, AB, 5 hrs. Collect at Company Office.

## Norfolk

### THOMAS TISHNER

Oiler, on SS Tulas, has 59 hours disputed overtime coming. Pay vouchers have been mailed to his home address and he can collect same by signing and returning them to the South Atlantic Steamship Company in Savannah, Georgia.

## New Technical Books For Ship Libraries

WASHINGTON, D. C., Aug. 28—More efficient operation of the Merchant Marine is anticipated through use of a "Captain's Technical Library," now being placed on each merchant ship, the United States Maritime Commission announced last week. Recommended by the Crews Quarters Committee, a group of 28 technical publications has been selected for the library.

Texts chosen were designed to be of assistance to Captains in wartime operation of merchant vessels. Ready reference is provided on many important subjects affecting the ships of the Merchant Marine.

Initial selection of books for the library includes:

Standard Seamanship for the Merchant Service, F. Riensberg; Robinson on Admiralty; The Raft, H. Gaty; Pacific Hand Book, E. G. Mears; Weather Around the World; I. R. Tannehill; Bible (large print); Master's and Mate's Manual of Naval Architecture, Manning; Oil Tanker Operation, Hillman; (for tanker's libraries only); Medical Care For Seamen At Sea, W. L. Wheeler; Seamen's Wage Computer Tables, B. Martin.

Publications printed by the Government Printing Office were also included: U. S. Navigation Laws, Modern Ship Stowage, Load Lines, Manual For Safe Handling of Inflammable and Combustible Liquids; Buoys in Waters of the U. S.; Aids to Marine Navigation; Pilot Rules for Inland Waters Coasts and Gulf; Rules of the Road; Laws Governing Marine Inspection; General Rules and Regulations Prescribed by BMIN for Ocean and Coastwise Manual of Shipping Economics; and Form Manual Used in Shipping, not as yet published, will be added to the ships' libraries.

Books issued by the Hydrographic Office and the U. S. Coast Guard in the library include:

Bowditch; Table of Distances; Catalog of H. O. Charts; Catalog

of USCGS Charts; Four Nautical Almanacs; Azimuth Tables, and H. O. complete Set of Number 214.

### NOTICE

Will Ernest Benton, former A.B. on the SS WILLIAM JOHNSON, please communicate with the undersigned promptly.

S. C. Berenholtz  
1102 Court Square Bldg.  
3 Baltimore 2, Md.

## The SIU Building Assessment

Recently a \$10.00 BUILDING ASSESSMENT WAS PASSED BY THE MEMBERSHIP OF THE SEAFARERS INTERNATIONAL UNION ON A REFERENDUM BALLOT.

The membership voted for this almost unanimously! Don't beef at your Union Agents and Patrolmen when approached for payment of this assessment. The membership which we are all a part of voted for this because they believe:

- 1: That Union Halls owned outright by the Union's membership are a back-log to the Union's finances.
- 2: That such properties will help the Union and keep it from the action of the shipowners, who would undoubtedly attempt to influence hostile landlords during time of strike or lockout.
- 3: That such halls are the property of the members themselves and should be the finest possible to gain.
- 4: That such Union Halls owned by the Union should give the members and the membership better conditions in their own shipping halls while they are on the beach.
- 5: That they want to have clean, well ventilated Union Halls in which they can hold their meetings, check their baggage, spend their time while ashore, read, have leisure and past-times such as cards and checkers.
- 6: That the Union shall progress and carry forth a comprehensive program of education in the best manner in the best quarters obtainable.
- 7: That the Union shall be independent of any outside influences and shall truly belong to the membership.
- 8: That they may have Union halls where the membership can plan economic action for the betterment of their own wages and conditions when required.

Since the membership own the Union and control it by majority vote, and since the passing of the Building Assessment was by referendum—it is a membership edict that must be carried out!

## ATTENTION!

### Seamen Must Have Passports By Nov. 15

WASHINGTON, D. C.—All American seamen must have their passports in accordance with a recent ruling of the State Dept. announced by the War Shipping Administration here late last week. The decision of the State Dept. requires all American seamen on vessels bound for foreign ports to carry their passports after 6:00 A.M., November 15, 1944.

The ruling also states that up to November 15, but not after that date, a receipt for a passport application will enable a seaman to sign articles of a foreign-going vessel as previously provided that the receipt is not more than six months old.

The six months' limitation on the acceptability of a receipt instead of a passport became effective August 15, it is said in the announcement.

The extension of the deadline was granted after representatives of the Union pointed out the impossibility of all seamen obtaining

passports by the August 15, 1944 date.

The decision applies to all citizens or nationals of the United States signing on all vessels in the United States ports and bound for foreign ports.

Application forms are available for those who have previously made attempts to get their passports and have had them forwarded to other ports than they entered on return from a voyage. The new form will allow the Collector of Customs to have passports for such seamen forwarded to them at their new port of payoff.

A sample of this form is shown below and can be obtained in the Union's Halls.

Date....., 1944

Collector of Customs

Port to which Seaman Requested Passport to be sent

Dear Sir:

Will you please forward my American Seaman's Passport to the Collector of Customs at ....., where I will call for it.

I am enclosing twenty cents in postage stamps. Please send my passport via air mail.

Very truly yours,

Signature of Seaman

Name .....  
Address .....  
Place of Birth .....  
Date of Birth .....  
Certificate of Identification No.....  
or  
Continuous Discharge Book No.....

## What Labor Day Means

### AN EDITORIAL

Labor Day in this year is particularly significant for it marks the fifth Labor Day in this war: And as a matter of fact it marks the anniversary of the start of hostilities almost to a day! For it was only a few days prior that Hitler unleashed his Nazi hordes upon Poland and started a war that has inflamed the rest of the world.

This war was made possible by the Stalin-Hitler Pact of August 23, 1939, and was intended to overwhelm the democratic countries according to the sneers of the Soviet Communists in Russia and their Stalinist counterparts in America and throughout the rest of the world.

From the war's inception until the historic attack of Hitler's armies upon Stalinist Russia itself in June, 1941, the American Communists were busy trying to sabotage the democracies. And many of them were doing that through their control of CIO Unions of which they professed to be the "leaders." One notable example of such attacks upon the democracies came from the National Maritime Union and its so-called "leadership" which has been exposed countless times as being Stalinist demagogues.

For they not only attacked the war effort of

that time and the state of American preparedness but they also attacked the conditions of the workers under their control and doped them with propaganda.

THEIR HEADLINES SCREAMED IN COUNTLESS WAYS AND SABOTAGED THE AMERICAN SEAMEN'S EFFORT TO PROTECT THEMSELVES ADEQUATELY FOR SAILING SUBMARINE INFESTED SEAS.

Not so similar were the NMU's so-called "leaders" screams after Russia was attacked by the Hitlerian "divorce." But their sabotage of the seamen's conditions continued and still does!

Demagogues and parasites they can be called but certainly not labor leaders—for they would sabotage the seamen again, and again, and again, to make sure that their political ideas get across.

They have consistently tried their tricks and have been as consistently defeated by the wide awake efforts of the real leaders of the real seamen's Unions—the SIU-SUP of the American Federation of Labor; for which Labor Day was founded!

The American Federation of Labor pioneered

Labor Day to bring about the right of free trade Unions, democratic education and the rights of all individual workers: Things that the stooges of Stalin in America have always despised, even though they would today set themselves up as the great "super patriots."

The NMU's so-called leaders fall into the Stalinist category and have long been the tools of totalitarianism. AS SUCH THEY ARE THE TOOLS OF THE BOSSES AND ARE SHOWING THAT CONSISTENTLY BY THEIR TODAYING TO THE SHIPOWNERS AND THE PETTY BUREAUCRATS IN WASHINGTON.

But the American seamen are wide awake to the NMU's misleaders and know that they don't represent Labor much less represent Labor Day.

Forewarned the American seamen are forearmed and are waiting the time that these parasites are swept from the labor scene and back into their pettyfogging political fold where they belong.

This is indeed an historical Labor Day! For the Victory of American Labor can be made sure!