

**SECURITY
IN
UNITY**

SEAFARERS Log

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



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No. 5

Curran's Real Role Exposed

Boon To Aliens; Owners Agree To Pay Hospital Expences

Attorney Richard M. Cantor of New York, has made a claim for wages by an alien seaman, a member of the SIU, stick against a shipping company without court action. The concern tried to make the seaman pay for his own hospitalization. The recovery of wages for the seaman was unique.

Attorney Cantor's letter to the SIU on this decisive case follows in full:

RICHARD M. CANTOR
Counselor-At-Law
Proctor In Admiralty
Suite 1109-1111
51 Chambers Street
New York City

March 9, 1944

Seafarers' International Union
2 Stone Street
New York City
Att: Mr. John Hawk
Gentlemen:

I am indeed pleased to advise you that in a matter referred to me by the Union involving a claim by an alien seaman against a Shipping Company, I was able to effect recovery of wages. The circumstances were unique.

This alien seaman had shipped from New York on a vessel

bound for Trinidad. Upon his return to New York, it was discovered upon examination that the alien seaman was suffering from a venereal disease. The authorities confined him to the Marine Hospital on Ellis Island. Upon his discharge, he applied to the Shipping Company for the wages which he had earned during the trip. He was informed that his wages would not be paid to him since the Shipping Company had to pay the hospital bill incurred and consequently was setting off the amount of the hospital bill against the wages due. The seaman was informed by the Company that the treatment accorded him was a fixed policy in all such cases.

In view of the fact that the problem presented was not an ordinary one, I concluded that the

(Continued on Page 2)

Seamen Second To Armed Forces— Reveals Own Ignorance Of Sea

WASHINGTON—Before the Senate Truman Committee hearing on the crack-ups of Liberty ships, held here March 8, Joe Curran of the NMU declared "open-season" on all "safety-at-sea" regulations for seamen and threw overboard the principle of "safe working conditions" for seagoing personnel, pioneered for by the AFL Unions and won only after long and bitter struggles. Curran attempted to turn the hearing into a political rally for President Roosevelt by implying that the CIO's curse would be placed on those who dared criticize the Administration's policies. He was halted in short order by the members of the committee.

The Truman Committee's investigation of the national defense program was taking up the reasons as to why Liberty ships have cracked up. A number of veteran shipbuilders had just told of their grave concern over the number of ships that are being lost or disabled by cracks and structural deficiencies due to welding difficulties.

Wallgren Strongest Critic

Nevertheless, Curran sabotaged the seamen's fight for safety principles and gave a glowing account of how "safe" and "efficient" the ships were, despite the absence of conveniences which the seamen would demand aboard them in peacetime.

"But, there is political significance behind the stories in certain newspapers," he said. "The percentage of crack-ups is so small; this might be an attempt to embarrass the Administration."

He was told that many of the stories had appeared in Administration newspapers, by Senator Brewster (R.), of Maine. Also: "One of the strongest critics has been Senator Wallgren (D.), of Washington. I don't think he's fighting the Administration."

Curran Sabotages Seamen

Curran replied that he did not think so.

"My only interest," Wallgren responded, "is to see that the Government doesn't use these ships as troop transports or hospital ships. Do you feel they should be used for such purposes, Mr. Curran?"

"I must qualify myself there," Curran answered. "Unless it's

absolutely necessary, they should not."

(In other words Curran believes that such ships are good enough for seamen who've fought for safe working conditions to sail on while they are not good enough for Army and Navy transport work.)

Doesn't Like Newspapers

Curran then complained that newspapers hadn't given all the facts of Liberty ship crack-ups, and singled out the Hearst papers in particular as well as other newspapers of not telling where the ships got into difficulties. He completely disregarded the fact that such news is censored.

"You don't mean that the investigation by this committee was caused by the newspapers?" demanded Senator Ferguson (R.), of Michigan.

Senator Brewster interjected that many of the stories had been carried in the Seattle *Post-Intelligencer*, (which was published, until recently, by John Boettiger, son-in-law to Mr. Roosevelt).

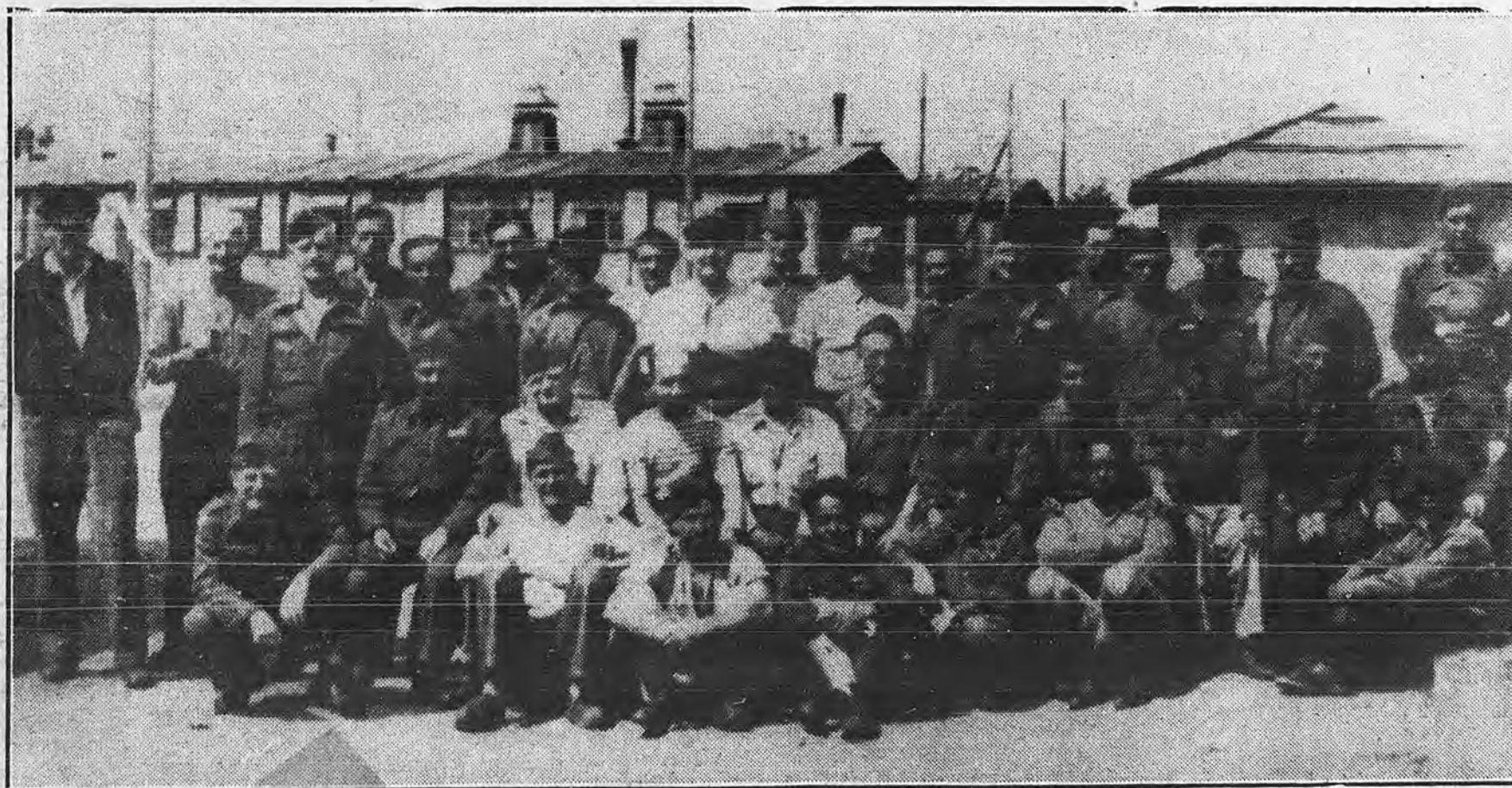
"They might be and might not be," Curran said.

Political Accusations

Senator Truman then requested Curran to complete his formal statement: And Senator Brewster warned that Curran would

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PRISONERS OF WAR IN NAZI CAMP



Group of war prisoners being held in Nazi concentration CAMP MARLAG MILAG NORD, Germany. Brother John Monteverde, SIU Book No. 516, is second from the right, standing in the back row. "Big John" as he is known by his

shipmates has communicated with the SIU from time to time. He is Prisoner of War No. 2998 at the camp. Other prisoners in the group were not identified by sender of picture.

Furuseth's Ninetieth Birthday Celebration

NEW YORK, N. Y. — The ninetieth birthday anniversary of the late Andrew Furuseth, father of the LaFollette Seamen's Act, passed by Congress in 1915 and signed by President Woodrow Wilson, was celebrated on March 12 by the Friends of Andrew Furuseth Legislative Association, according to an announcement by Silas Blake Axtell, counsel and one of the founders of the association.

Mr. Furuseth, frequently called the Abraham Lincoln of the sea, died in Washington, D. C., January 28, 1938. His body laid in state in the rotunda of the Department of Labor Building, an honor accorded to no other labor leader in America.

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REPORT ON WASHINGTON

• BY MATTHEW DUSHANE •

Report on all bonuses decisions made by the board for the months of January and February 1944.

J. Volpian, SIU, N. Y. — SS George H. Dern—Board has ruled that no bonus is payable for Naples, on November 11, 1943.

A. Maniscalco, SUP, San Francisco—SS George S. Boutwell—Board has ruled that a bonus of \$125.00 is payable for Belli Belli Harbor, on October 8, 1943.

J. Sheehan, SIU, N. Y. — SS Benjamin Williams—Board has ruled that a bonus of \$125.00 is payable for London, on December 18, 19, 1943; and December 10, 11.

L. Goffin, SIU, N.Y.—SS James Gunn—Board has ruled that a bonus of \$125.00 is payable for Palermo, on August 9, 10, 1943.

R. W. Sweeney, S.I.U., N. Y.—SS Edwin W. Moore—Board has ruled that a bonus of \$125.00 is payable for Naples, on November 17, 1943.

R. W. Sweeney, S.I.U., N.Y.—SS Richmond M. Pearson—Board has ruled that no bonus is payable for Naples, on November 13, 1943.

L. J. Bollinger, SIU, N.Y.—SS Mayo Bros.—Board has ruled that a bonus of \$125 is payable for Naples, on November 26, 1943.

J. H. Volpian, SIU, N.Y.—SS Eleazer Wheelock — Board has ruled that a bonus of \$125.00 is payable for Palermo, on August 9, 10, 23, 1943.

R. W. Sweeney, SIU, N.Y.—SS Thomas Scott—Board has ruled that a bonus of \$125.00 is payable

for Algiers, on July 16, 1943.

J. Flanagan, SIU, Baltimore—SS Bering—Board has ruled that this vessel was not in any port in North Russia prior to March 1, 1943. No area bonus is payable.

J. Sheehan, SIU, N.Y.—SS J. Willard Gibbs—Board has ruled that a bonus of \$125.00 is payable for London, on January 5, 14, 15, 1944.

J. H. Volpian, SIU, N.Y.—SS Winfield Scott—Board has ruled that no bonus is payable for Scoglitti, on July 15, 1943.

J. Sheehan, SIU, N.Y. — SS William Pepper—Board has ruled that no bonus is payable for Southampton, during the period of January 10 to 16, nor on January 21, 1944.

A. Burke, SUP, San Francisco—SS Julian Dubuque—Board has ruled that no bonus is payable for Oro Bay, New Guinea, on the

day of October 10, 1943. (Advise recheck on the dates submitted by crew.) SS Joel Palmer—Board has ruled that a bonus of \$125.00 is payable for Finchafen, on evening of January 7 and 8, 1944.

Ed. Coester, SUP, Seattle—SS Samuel Ingham, September 18, 1943 and SS North Haven, December 16, 1943—Both at Attu—From information that the Navy has supplied to the board there was no attack on these dates. They are checking for further information. (No bonus are payable for alerts—there must be an actual attack.)

The board has finally ruled that the crew members of the Maiden Creek are entitled to the monthly bonus from the time that their scow was sunk until they returned to the U.S. This is one of the scows that cracked up and sunk, over a year ago.

NMUer Charges CP's Want Labor Front To Help Stalin

Editor,
Seafarers' Log:

The latest maritime developments are noteworthy—not because of the heroism of the men who are out there sailing and delivering the goods, but because of the latest shenanigans on the part of the Stalinist political clique which controls the National Maritime Union body and soul.

While men are out there dying for a concept of Democracy the NMU officials are busy "Labor Fronting" and are engaged in developing National Socialism in the United States.

First is the Labor Draft proposal of Roosevelt. While Phillip Murray titular "head" of the CIO was in the White House with William Green, President of the A. F. of L. protesting the drastic measure—Curran and Bridges along with Julius Emspak were sending Roosevelt telegrams of support. They were and are in favor of a Labor Draft as a totalitarian measure. The President used these telegrams to make a heel out of Murray whom he is quoted as saying "did not represent the CIO."

Murray rushed out and called a National Executive meeting of the CIO and the question of a Labor Draft was thrashed out. Again the CIO Executive Board voted against the draft. Bridges, Curran and the Commie clique were at this meeting and were outvoted. Did they go along with the majority?

They did not!

Instead these filibusterers in the labor movement went back to their "unions" and concealing the facts from their members supported the Labor Draft in the "spirit of Teheran." Any labor group in control of its membership would and should have expelled these peanut politicians from the CIO and chased them out of office; to be free of them.

Now comes the next move of the Stalinists in Marine: the setting up of a control "Commissar" system on every American ship and all foreign flag ships controlled by the NMU. Armed with special credentials these agents will board the ships as members of the crew with full power to

(Continued on Page 4)

Tired Of Gouge Brothers Open Own Gin Mill

March 3, 1944

Editor of SIU LOG
Friends and Brothers:

Should you by chance drop the hook at Paramaribo, Surinam, Dutch-Guiana, enroute to African Ports or returning from Persian Gulf ports don't forget to drop in at the SIU Club at 8 Watermelon Street.

John Zeries (Johnny Bananas) and myself got tired of paying a dollar a bottle for beer and a dollar a drink for rum at the native and Chinese bars, so opened one ourselves.

It's about everything a seaman could want—a large lounge with plenty of reading matter, a good sized bar, 4 bed-rooms, showers, toilets, kitchen, and plenty of good-looking hostesses; Chinese, Javanese, Dutch and what have you—some a little dark, but the more rum you drink the prettier they look.

There's stud and blackjack and craps at all times. Beer thirty cents American, and rum and "coke" fifty cents American. No closing law and nobody but merchant seamen in good standing. So give us a look-in if you are unlucky enough to be here.

Regards to the gang.

GENE BRADEN, No. 7406

(Continued from Page 1)

entire matter warranted a thorough check. It was ascertained through research that under Section 170, of Title 8, U.S.C.A. the Shipping Company is liable for all expenses connected with the treatment of any alien seamen who, on arrival in any port of the United States, is found to be afflicted with such diseases as imbecility, epilepsy, tuberculosis or any other dangerous, contagious disease, regardless of the fact that such condition may have existed at the time of the alien seaman signing on a vessel. Furthermore, Section 170 specifically provides that the amount paid by the ship owner for such hospital expenses is not to be deducted from the seaman's wages. Cases have been decided which interpret Section 170, and such cases hold that Section 170 is clear in its language and means exactly what it says. So long as the affliction is one which might have been detected by means of a competent medical examination, the Shipping Company, where alien seamen are involved, must bear the hospital expenses.

Needless to say, the ship operators have not taken the court's interpretation of Section 170 lying down and have actively litigated the matter on several occasions. The shipowners contended that the interpretation of the Section making them liable in such cases is unfair, and imposes upon the shipowners the duty of paying hospital bills to cure seamen of diseases caused by their own vices. The courts have held that they may not substitute their judgment for that of Congress and are bound to follow the clear, simple language of the Statute. The courts have also held that the owner of

a vessel is not unconstitutionally deprived of property without due process of law by being required to bear the expenses of treatment to an alien seaman brought into this country while suffering from certain diseases specified in the Section.

In the light of the fact that the Company's action in agreeing to pay the hospital bill in the case under discussion, represents a radical departure from its policy; and since in all probability other shipping companies have been following a similar policy, I thought you might want to bring this matter to the attention of your members.

Very truly yours,

R. M. CANTOR

New York ILGWU Locals Defeat All Communists

NEW YORK CITY—With election returns from three-quarters of the 29 ILGWU locals in New York representing more than 100,000 members, already in, David Dubinsky, president of the union, announced that not a single Communist has been elected to any local office as business agent, executive board member or convention delegate.

"This is the cleanest mop-up of Communist influence in this union in the past twenty-years," Mr. Dubinsky declared, "and a decisive victory for progressive trade unionism. Our members refused to become confused by Communist schemes to smuggle in their candidates on bogus issues which have nothing whatever to do with the economics of our industry. Our members have likewise declined to listen to the siren voice of 'partnership' with Communists and to their sweet invitations of 'unity'."

Locate Your Papers If Your Name Appears In Listing Below

Because the law requires that seamen's papers, identification and efficiency certificates, as well as Coast Guard passes and Passports be turned over to their respective authorities when they have become lost, the Union has returned to such offices in New York the particular items as listed below. They will be returned to the individual seamen upon application, thereto.

State Dept. Seamen's Passports Custom House, Room 507

Louis Philip Berwick, No. 4108
James Henry Rogers, No. 89603
Charles Michael McWilliams

No. 72998

Edward Patrick Maule, No. 56755

Social Security Cards

Social Security Board
45 Broadway

Vincente Villactian,

No. 217-14-2082

Lyman Neilsen, No. 112-20-9396

Claudies L. Blanchard

No. 091-14-1775 (3)

Helmer Oscar Peterson,

No. 218-07-3415

Walter David Nye, Jr.,

No. 220-05-9084

U.S. Coast Guard Passes

United States Coast Guard
43 Broadway

Paul Thorarinsson

George Edison Taylor

Certificates of Efficiency

Bureau of Marine
Inspection & Navigation
42 Broadway

Laster L. Altergott

Christian Anderson (4)

Claudies Leslie Blanchard (2)

Metro Borciak

Alexander Douglas Burns

Charles Michael McWilliams (2)

Henry Raymond Mateo

James Hinton Jones

James Reaves (2)

Malcolm Francis Wimmer

John Henry Vinson

Certificates of Identification

Bureau of Marine
Inspection & Navigation
42 Broadway

Christian Anderson

Laster Leo Altergott

Metro Borciak

Claudies Leslie Blanchard

James Hinton Jones

Charles Michael McWilliams

Foster Merrill Mitchel

Henry Raymond Mateo

James Reaves

Discharges

U. S. Commissioner's Office
42 Broadway

Claudio Aldevera

Christian Anderson

Ira Bradford

Claudies L. Blanchard

Keep In Touch With
Your Draft Board

Chas. L. Blanchard
Jacob Dogart, Jr.
Norman Currier
Pruderino Feliciano
Edward J. Herlitz
Juan Martinez
Charles McWilliams
Ivar Rosvold
Patrick Sullivan
John Vinson

Do Not Ship

UNDER ANY CIRCUMSTANCES

Charles Reay, No. 24252
Howard C. Fordyce, No. 6142
Joseph Allen De Charles
No. 5615—No. 20463
Edwin G. Grant, No. 21649
Andrew Gooby, No. 24774
Arthur Flanagan (T.C. No. 2349)
James Loneragan
H. F. Mulcahey (T.C. No. 5769)
O. G. Burris (T.C. No. 590)
H. Walsh (T.C. No. 6252)
Curley Mehegan
John W. Baush
William J. Ryder
(T.C. No. 7763)
J. N. Raymond (T.C. No. 1889)
Harry Clusas

Letter From Youth Reveals RMO's Manpower Waste

The Seafarers' International Union has striven from time to time to make use of much of the manpower now being wasted through the discriminating policies of the leading bureaucrats of the RMO, who seek to preserve an outlet for their excess of ordinary seamen and wipers.

In a letter to the LOG one such individual reveals, in an earnest plea, the plight of countless men who are blocked from taking an adequate part in the war effort through the hand-made policies of some Government officials.

Officers of the Union have brought this condition to the attention of the Craig Vincent-Dimock cabal as well as to others in the WSA repeatedly and declare that the flat policies of the Recruitment and Manning Organization of the WSA as uttered by the Vincent-Dimock clique are not aiding the war effort in the full utilization of manpower. For

these policies stop boys and men with small physical defects—which prevent them from serving in any of the Armed Services or the RMO's Maritime Training Service—such as defects outlined in the letter below, from going to sea.

The letter follows:

Editor SIU LOG:

I am a young man 18 years of age. I have been trying to go to sea since I was 17. I tried to join the Navy twice, the Coast Guard and the Merchant Marine. But it seems my eyes won't pass the examination.

I wrote to Canada to join the Royal Merchant Navy, but they are not allowed to accept me. They did, however, suggest I write to you. Do you think you can assist me in getting a life at sea?

Yours truly,

Robert L. Miller,
1140 W. 3rd St.,
Williamport, Pa.

WHAT'S DOING

Around the Ports

NEW YORK

The New York Branch during the past two weeks has made several changes with the entry of new delegates, along with some of the former Patrolmen and the new Agent.

Many of the inherited "beefs" have been taken up and are being settled as rapidly as possible. The men involved have been notified through the Patrolmen and Agent's Report, from this branch.

However, there are several DON'TS that the members should be advised of:

The Patrolmen in the Port of New York are paying off on an average of about 25 ships a week, in addition to boarding other ships, as required by crews. They, too, are hampered by the many War-time restrictions and work long hours in the interests of the Union's membership.

Some incoming vessels' crews believe they should have Patrolmen aboard them immediately, and some days, prior to the actual pay off. Normally this is a good idea, but owing to the press of work, this is not always possible. However, all officials are putting their best foot forward,

and where possible, take up the "beefs" and settle them with speed.

We request all other Branches and members sending in "beefs" to New York Branch for settlement, to please include all necessary details and data with same. This is half the winning of any "beef."

Shipping continues very good. Several changes in the structure of the New York Branch office have been made, which are designed to aid in the quick settlement of "beefs." Other changes have been made in the offices and things are shaping up very well.

I have noticed in the Port of New York, the same as in other ports, that many old-time Seamen are coming into the SIU. They know that this is the only organization that is pushing Seamen's conditions and protecting their wages.

Prospects look good for the continued success of the Union.

PAUL HALL, Agent

SAVANNAH

Shipping in the port of Savannah continues to be good. Have

NMU PACTS STINK; "CHECK OFF" STEAL A COMMIE FLIP-FLOP

After a month of sailing on an NMU tanker I'm still puzzled trying to dope out their agreement. The black gang rules require a Philadelphia lawyer to make them understandable to a working stiff. They never break watches, it's a continuous four on and eight off, round the clock, and overtime is practically a myth. When an oiler is asked to turn to on the main engine, while on sea-watch, the fireman gets two hours' overtime (only) for oiling auxiliaries in the engine room even though the oiler works his entire four hours. You may permit the twelve to four oiler to sleep in, but you must break out the four to eight oiler to continue the sea watch. This means you can turn the 12-4 oiler to at eight a.m. for day work, yet sea watches are not considered broken. Up-to-date I've made twelve hours' overtime and that was only because we were in port on a holiday.

Though the ship lays in port over Saturday and Sunday, awaiting convoy, on this ship it isn't considered as over-time. The wipers do everything but overhaul the fire and engine room, without the payment of overtime. Wipers are assigned to cleaning the crew's quarters when the 1st assistant can spare them, no overtime on Sunday. Firemen may clean on ship-side of boiler when it is necessary to sweep dirt collected near their station.

The freighter agreement smells, it's worse than the old ISU agreement and that's saying something. Oilers standing a donkey watch between 8:00 a.m. to 5:00 p.m. may be required to oil

winches without the payment of overtime. Oilers on an up-and-down job are required to wipe hand-rails, gratings and floor-plates around all moving machinery before going off watch. Sure feel sorry for the gang on this rust-pot for the rotten deal their getting from the top officialdom of the NMU. Let several of the crew read an SIU agreement and now they beat their chops, wondering what in hell they're paying dues to an outfit that keeps enslaving them to the ship-owner.

Reading the January 14th issue of the Pilot notice where they're asking the membership to sign a card permitting the shipowner to remove money from their paycheck to pay union dues. They may condemn John Lewis, but they sure can practice his teachings with the check-off system.

Then we find the patrolmen and agents beating their chops to the War Shipping Administration about black-balling those former members who were expelled from the Union. They forget to mention these members fought the Communist Party which now does everything but lick the ship-owners' rears to stay in John Ship-owner's good graces.

Joe Curran's comment about injustice to the individual would be laughable were it not for the fact that we find a person of his character daring to make such a comment. Mr. Curran should look back into his past and recall the injustice he brought upon men who dared use the privilege of "free speech" in the NMU hall. He should recall the dictatorial methods used by the Communist Party to suppress all workers who dared use their democratic rights to oppose the isolation program of the Communist Party in 1939-40-41. Read the NMU Pilot for those past years, then judge the National Maritime Union officials.

JOE BUCKLEY,
Book No. 312

Honor Roll

SS Alexander Stevend	\$50.00
SS Lou Gehrig	35.00
Henry Bacon	13.30
Wilbur W. Dickey	10.00
SS Eleazar Wheelock	9.55
SS J. P. Jones	9.00
SS Chas. Wayne	7.00
E. R. Johnson	6.00
SS Dobbs	6.00
SS Babcock	6.00
H. L. Bennett	6.00
G. Gage	5.00
H. O. Parrish	5.00
T. F. Hill	5.00
Robert McQueen	5.00
W. J. Asbury	4.00
Louis Fromme	3.00
B. Bristol	3.00
J. M. Mullen	2.00
W. Nichols	2.00
James Rooney	2.00
David Hall	1.00
S. Melinsky, Jr.	1.00
J. Vertilla	1.00
TOTAL	\$196.85

Steady as she goes,
CHARLES WAID, Agent

NMUers Charges CP's Want Labor Front To Help Stalin

(Continued from Page 2)

call meetings, regulate meetings and act in the capacity of political Commissars. Also in the "spirit of Teheran."

They will override the delegates chosen by the crews or replace them altogether as the needs may be. Of course they will act as finger men and try to drive real union men left in the NMU who object to the role of political Commissars off the ships and out of the industry if that can be arranged.

The Commissars will turn out the "telegrams from the crews" on every conceivable subject necessary to the Soviet Foreign office at any particular time, in the "spirit of Teheran."

Now what took place at Teheran no one knows. Yet the American seamen that sail NMU ships are being swindled by Commissars to march down the road laid out by Stalin in the "spirit of Teheran."

According to the *Mine Workers' Journal* these are some of Stalin's maneuverings:

"Problem-Boy Joe"

"Stalin refused to sign the Atlantic Charter—to accept the Four Freedoms.

"Stalin has refused to declare war on Japan or permit the U. S. to use Siberian air bases to attack Japan.

"Stalin has refused to accept the Peasant Exile Polish Government and has now installed a Moscow communist-trained government for the Poles.

"Those who know geography and European race history for hundreds of years back aver that Stalin will stop short of German invasion.

"Stalin's American Commie boys are busy trying to wreck the American trade-union movement. Will Stalin's American adherents be as enthusiastic about production if Russia halts her advance short of German invasion?

"It is becoming plainer every day, even to the most innocent of the innocents, that Russia intends to play the game safely in Sovietizing and spreading communistic doctrines."

It is up to the NMUers to see to it that all power must be kept in the hands of the seamen—all power to the ships' delegates—Commissar or no Commissar credentials from the C.P. through the NMU-C.P. leadership or not—Teheran or no Teheran!

This is the only way they can safeguard collective bargaining and prevent the National Socialist Labor Fronters in the NMU leadership from sabotaging the rights of the workers.

MONEY DUE

The following crew members from the SS SCHOHARIE of the South Atlantic Co. have over-time checks in the following amounts coming. They are being held for them in the New York office of the company.

GAILLARD, AB	\$409.50
ROONEY, AB	409.50
MOHOWSKI, AB	537.50
McQUADE, AB	543.60
POUQUETTE, OS	279.00
COOPER, OS	391.50

Checks are being held for the following at Smith and Johnson office in New York.

SS JAMES M. GILLIS:
HARLEY BRYANT
WILLIAM W. BRYANT

HARRY B. FOX
JAMES CARR
JESSE J. BENTLY
ALFRED W. DEMUELLE
HAROLD S. KEMP
QUINTON COURTNEY
SHYLE HOLLOWAY
SILVIO A. PALMERI
KENNETH R. SCHLOSSER

SS JOHN GALLUP:
ADAM HARTWIG
LOUIS GOODWIN
HARRY JUSTICE
ANDREW KRONIK
LOUIS BARRETT
JAMES AKERS
DWIGHT CARROLL
ARKADI RAUK

SS MATT W. RANSOM
HARRY WEISBERG

Liberty Ship Named For Cornelius Ford

PROVIDENCE, R. I.—A new Liberty Ship, named after the late Cornelius Ford, former Public Printer of the United States, was launched here at the Walsh-Kaiser Shipyard.

Mr. Ford, a life-long member of the International Typographical Union, served as President of the New Jersey State Federation of Labor for eleven years and also as an organizer for the AFL. Elected to the New Jersey Legislature in 1910, he secured the enactment of a workmen's compensation act. He was appointed Public Printer in 1913 by President Wilson and served in that capacity during the First World War. One of his sons and four grandsons are now serving in the Navy.

Curran's Real Role Exposed

(Continued from Page 1)

not be allowed to make political charges unchallenged.

Repeating his political accusations, Curran then declared that the newspaper stories made it "tough" to get NMUers to sail on Liberty ships, in direct contradiction to his previous praise of their patriotism and heroism in manning the ships. He flatly declared that crack-ups are not much higher in proportion than they were before the war.

Lacked Knowledge

Curran then revealed that he didn't know what he was talking about when he had the fol-

lowing exchange with Senator Ferguson:

Ferguson: Do you know how many ships have cracked up?

Curran: No. The percentage is small.

Ferguson: Do you know the percentage?

Curran: No.

Ferguson: Do you know the percentage before the war?

Curran: No.

Ferguson: Then how do you know the percentage is not much higher than before the war?

Curran: I talk to a lot of seamen.

"Liberty" Versus "Levi"

Curran then attempted to compare the crack-ups of this war with the last war and admitted under questioning that he had no figures on that either, alleging that he'd learned about such crack-ups from talking to others. He even tried to compare the Liberty vessels with the Leviathan and the Majestic, asserting that those ships developed structural defects, during service about 20 years ago.

Mention of the NMU brought on another exchange between Ferguson and Curran in which the latter denied that he spoke for the CIO.

Ferguson: What is your union's affiliation?

Curran: The CIO.

Ferguson: Do you speak for the CIO?

Curran admitted that he spoke only for the NMU.

Senator Brewster brought up the question of Curran's draft status, after Curran had described his pre-war "adventures" of being on a ship out of which the rivets were popping so fast that he had to dodge to keep from being hit.

One-Trip Curran

Brewster: How many times have you been on a ship since the war?

Curran: Once.

(This was a six-week trip that Curran made on the Santa Rosa, (not a Liberty ship), last year. At the time there was a considerable controversy raised as to his draft status.)

Brewster: Is there any truth to the report that you made the trip to avoid service?

Curran denied this while admitting that he was not over-age for the draft at the time. He declared he was 38 on March 1 of this year and that he had been granted an occupational deferment as an officer of the NMU.

Hugh Fulton, counsel of the War Production Investigating Committee, (Truman Committee) introduced testimony that major cracking accidents to Liberty ships now in operation occurred in 3.21% of them. Other witnesses said they did not believe this to be alarming, considering the abnormally heavy use to which the vessels are put by carrying war-time freights.

Tanker Seamen!

(Dedicated to our Tankermen)

Bards have told rare tales of Courage
Gleaned from annals of the Sea
Stories told of ancient Heroes
Age of 'Pomp and Heraldry'
Tales of Greece, of Rome and Carthage
And their fighting men of old
Braving death for Nation's Honor
While the seas beneath them rolled.

Ships of Spain and mighty England
Ships of oak and iron men
Dared the Gods of storm and battle
Met defeat to rise again
Nations rose to heights of greatness
Through the courage of their tars
For the measure of all nations
Rests on men who fight their wars.

Sing, oh sing, our modern Sagas
Seamen on the Seven Seas
Who are braving Hell's own furies
Bringing tyrants to their knees
Reeling decks, man-made volcanoes
Heroes where true seamen meet
Unseen, unknown, Legion of Courage
Sailors of the Tanker fleet.

Dirty, rust-streaked, squatly tankers
Decks awash on lonely way
Filled with hell-brewed chain Lightning
Lifeblood of the Battle fray
Floating coffins on the oceans
Prey of lurking submarines
Ah, the brave may quake in spirit
Shudder, safe in shoreside dreams.

Cheer, then, cheer, these greater heroes
Than the gallant tars of old
Pale are all past deeds of history
Where our thousand keels are rolled
Seamen staking lives as torches
Heroes who no airs assume
On the decks of reeling tankers
Day or darkness, storm or gloom.

Let the weary hearts be lightened
By their empty fireside
Lift your heads in Pride and Honor
To your Men upon the tide
Proudly see their dauntless Courage
Arrows turned toward the foe
Ever onwards, ever rolling
To our final crushing blow.

Seafarers' Log

Top 'n Lift.

ATLANTIC AND GULF SHIPPING FOR MONTH OF FEBRUARY TO MARCH 5, 1944

DECK ENGINE STEWARD TOTAL

SHIPPED	1198	875	741	2814
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