

# THREE S.I.U. SHIPS LOST IN 3 DAYS; RARITAN, CASSIMIR MARORE ARE CASUALTIES

## RARITAN CREW SAFE

The S.S. Raritan was the third SIU ship lost this week and the second to go down as the result of an accident rather than by enemy action.

The Raritan was steaming past the difficult Frying Pan Shoals at about 1 A.M. last Wednesday morning. It was extremely soupy weather with practically no visibility. A strong off shore wind was blowing and the Raritan, never easy to steer in even calm weather, was slewing around in the heavy seas.

Suddenly there was a grinding sound and the ship lurched sharply to port. The alarm was sounded and the crew clamored up on deck to find their ship aground on the shoals.

The order to abandon ship was given, but it was not so easy to carry out. No. 1 boat was swung out with one man in it, and then by order of an excited mate was lowered away. This meant that the rest of the crew had to jump into the boat, one at a time, when she was on the crest of a swell and level with the Raritan's deck. Two more crew members succeeded in making the perilous jump at the split second when the lifeboat was up level with the deck.

The danger of missing the boat on the one hand, and of the boat being smashed against the side of the Raritan on the other hand, led the skipper to abandon this method. A man rope was thrown over the stern of the ship and the rest of the crew went down that and into the waiting lifeboat.

By this time a Coast Guard Cutter had arrived from the Oak Island Station and was standing by. Three times the single life boat loaded up with men coming down the man rope and rowed them through towering seas to the cutter. The entire crew left the ship without accident and within 5 hours the Raritan broke up and sank.

All the SIU Brothers have high praise for the Coast Guard crew that rescued them. They received the best possible care and attention. Many of the Coast Guard men gave up their own clothes so that the crew would be warm and dry.

The crew was landed at Oak Island and then given transportation back to New York.

## CAN'T KEEP AN S.I.U. MAN DOWN



Brother Charles Trolson (left) is indicating with his fingers that he survived three sinkings in the last war. Brother Harvey L. Baublitz (right) indicates he has lived through six. The men are shown at Norfolk after being rescued from the sinking Marore last Thursday. The Skipper, Charles E. Nash, is shown in center.

## Boston Union Wins Insurance Beef

Owners of the major Boston fishing fleets have finally bowed to the militant unionism of the fishermen and called off the lock-out which has kept the men payless for weeks. The fishermen's beef was on insurance—the operators refusing to give them \$5,000 protection from enemy submarines.

Even the National War Labor Board castigated the employers as "defiant and adamant" in their refusal to bargain with the men and their rejection of the Board's recommendation for arbitration. The boat operators were bent upon smashing the Union (AFL) at any cost. This they failed to do, even after sacrificing profits in order to lock out the men and keep the ships idle.

Having failed to starve the men into submission, and faced with a Government ultimatum to arbitrate, this week the operators granted the \$5,000 insurance protection for a period of three months during which arbitration will be undertaken.

There may be times when arbitration is unavoidable, but as far as we're concerned, we are damned if we can see two sides to the question of life insurance for men who risk their lives at sea, so that the boat-owners can make a nice profit.

## SUB PACK ATTACKS MARORE

Three enemy submarines closed in at midnight last Thursday on the ore carrier Marore off the middle Atlantic coast and sank her with torpedoes and shell fire. The entire SIU crew escaped in life boats.

Attacking the Marore like a wolf pack, the subs took positions in a rough triangle about her—one to the starboard, one to the port, and one dead ahead—and poured over 100 shells into her before she finally sank.

The Marore, owned by the Ore Steamship Company, was north bound with a load of ore and was running without lights when the attack came without warning. The torpedo struck the Marore amidships and she began to settle immediately. The skipper gave the order to abandon ship and the crew was in life boats and pulling away within 10 minutes. There was perfect discipline and no sign of panic among the crew and officers.

As the life boats pulled away from the sinking ship, the three subs came to the surface and began shelling with their deck guns. The subs interspersed tracers with shells and they "lit up the scene of projectiles bouncing like tennis balls," according to the crew. The shells flew over the heads of the

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## SIX LOST ON CASSIMIR

At 5:30 Thursday morning, February 26th, the SIU manned freighter Cassimir was rammed by the S.S. Lara off the coast of North Carolina, and went to the bottom taking with her 6 SIU seamen, and one officer.

The Brothers who died in this tragedy are: Thomas Patrick Ryan, AB; A. Bosch, steward; W. Barton, OS; R. J. D'Artois, messman; T. Lindberg, chief cook; and H. Roberts, first pumpman. The First Mate, whose body was picked up by the crew of the Lara, was E. Heyliger.

The real causes of the accident are yet to be determined and few survivors seem to have a clear picture of just what happened. All the men know is that suddenly the Lara appeared on the starboard side and before either ship could change course, plowed into the Cassimir amidship.

The crew began to abandon ship but experienced difficulty in launching the No. 2 boat. Both Brother Ryan and Brother Bosch lost their lives when the No. 2 boat tangled in the falls. Brother Boylston was also in No. 2 boat and gives a graphic account of what happened in a signed story on page four.

No. 3 and No. 4 boats were

(Continued on Page Four)

## The Strange Story of the "Sea Otter"; Yesterday a Hero, Today a Poor Fish

That revolutionary new freighter known as the "Sea Otter" has been scraped and all plans for mass production of the ship have gone out the window. This was the decision of the Navy Department which was released this week by Secretary Knox.

Knox said that sea tests given the "Sea Otter" had revealed

it to be "cranky" and hard to handle. That may be so—but there is a possibility that much more lies behind the Navy's decision to scrap the ship. At least Nathan Robertson, Washington correspondent for the newspaper PM, hints that the shipbuilders who make huge profits on the construction of conventional ships may have sabotaged the entire project because of the absence of gravity in

"Sea Otter" construction contracts.

It would be difficult to prove such sabotage since it would have been accomplished in the most round-about and secretive manner in the most swank bars and hotels. Still, there are a number of questions left hanging in the air that would seem to lend weight to the sabotage theory advanced by Robertson.

To begin with, the first working model was declared highly

successful, as was the second full size model. The Navy department released glowing reports of the preliminary sea tests the "Sea Otter" had undergone. Then, suddenly, silence! No word for months from the Navy.

In the meantime the original designer of the ship, W. Starling Burgess, was eased out and a Navy brass hat took over. The country had been led to believe that the freighter was in full production, but actually nothing was being done.

"... preliminary investigation by a sub-committee of the Senate Naval Committee has disclosed that none has been

(Continued on Page Two)

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## Shipyard Workers Blast Operators for Failing To Arm Merchant Ships

The failure to arm American merchant ships has cost many seamen their lives. The SIU alone lost 65 Brothers. There has been much buck passing in regard to this criminal negligence—the latest alibi of the shipowners and government officials being that the poor quality of shipyard work is responsible for the delay.

This smear against labor was immediately nailed by the Marine and Shipbuilding Workers of America. National President John Green of that Union sent a letter to Edward Macauley, chairman of the Maritime War Emergency Board, in which he denied that the failure to arm ships was "attributable to poor quality of labor in ship repair yards" and placed the blame upon the shipowners and shipyard owners. He pointed out that it was their insistence on "business as usual" (high profits regardless of defense needs) that was responsible for the delays.

Greens' letter, which was printed in the February 22 issue of the Shipyard Worker, read in part:

"In your letter you relate that Admiral A. P. Fairchild, Coordinator of Ship Defense Installations, recommends that other unions speed up training of mechanics and employ all means in their power to increase the quality of labor in ship repair yards. The clear implication here is that the failure to arm American merchant ships is attributable to poor quality of labor in ship repair yards and an inadequate training program.

"On behalf of the shipyard workers, whom this Union represents, we resent this impli-

cation, and we wish to make the unqualified assertion that whatever the deficiency in this ship arming program is, it is not a deficiency of labor in any respect. We believe the record will show that there is ample high quality labor available in ship repair yards which has not been put to full use since the ship arming bill was passed in November. In fact, delegations of representatives of this Union from the repair yards in New York and Baltimore visited Washington in December and protested to the Maritime Commission and OPM representatives the slackness of work in these repair yards. Likewise, with the cooperation of our Union and employers in the industry, very considerable training of mechanics has been under way for many months. Finally, this is the first time, to our knowledge, that anyone has questioned the quality of labor in the ship repair yards or the speed and efficiency with which ships are being repaired or converted for the Navy or the Maritime Commission.

"It is our considered judgment that the failure to arm merchant ships in adequate numbers is the sole responsibility of the Navy Department and the suppliers of ordnance and materials."

**MORE ABOUT**

## STRANGE STORY OF THE "SEA OTTER"

(Continued from Page One)

produced . . . (since the trial runs)," wrote Robertson in the Feb. 21st issue of PM. "The Committee is investigating reports that interference from the companies making so much money from conventional ships is responsible."

It was the pressure from this Senate Committee that forced Knox to reveal the shelving of all plans for construction of the ship.

Last September the Navy said of the "Sea Otter"—

"Conceived by daring minds and carried to completion with the active, insistent help of President Roosevelt, the new ship . . . will challenge the submarine and provide a new bridge of ships from this country to the free nations of the world."

This February the Navy says—

" . . . we can get more for our money in a standard ship."

The question is, what changed the Navy's mind?

## Gov. Report Shows Poverty of Workers

Millions of American families are subsisting on "starvation wages." This is occurring in the richest country in the world and during a period of so-called "war prosperity." These facts were released this week by the U. S. Departments of Labor and Treasury.

These reports should be made compulsory reading for Leon Henderson and employer groups who are trying to freeze wages while letting profits soar higher and higher. Henderson is the smart boy that recently told the War Labor Board that any wage increases would bring inflation. He gave the Board to understand that American labor is well paid and any wage increases would be "profiteering at the expense of the war effort."

Far from rolling in wealth, over half the nation's workmen are not even receiving a bare living wage which would take care of the standards the government says are necessary for those on relief, the report discloses.

Figures released by the Labor Department, following a study in 33 cities, placed the minimum "maintenance budget" of a worker's family of four at approximately \$1,500 a year, or about \$29 a week.

That budget, it said, is stripped to essentials and is not a recommended standard of living. It is based, the department explained, on a budget formulated by the WPA in 1935, but with prices brought

up to date, as of December 15, 1941.

It provides for just enough food to keep soul and body together; for a minimum of clothing and shelter, and such "luxuries" as a trip to the movies once a week, but no automobile. It makes no provision for savings other than a bit of life insurance.

Meager as this budget is, millions of workers are far below that standard, a tabulation prepared by Secretary of the Treasury Henry Morgenthau, Jr., showed.

Over 3,320,000 workers, Morgenthau's table revealed, earn only \$5 to \$10 a week; 4,975,000, from \$10 to \$15; 5,470,000, from \$15 to \$20, and 10,747,000, from \$20 to \$30.

In other words a total of 24,500,000 persons get paid less than the amount declared by the WPA and Department of Labor to be necessary for bare subsistence.

That's more than half the 48,167,000 workers in this country who are reported to be earning from \$5 a week up, Morgenthau's figures disclosed. Many don't even get the \$5.

**TRADE UNION NEWS**

## IN BRIEF

Harry Bridges' INTERNATIONAL LONGSHOREMEN'S AND WAREHOUSEMEN'S UNION received a favorable arbitration decision from Wayne L. Morse, Federal arbitrator. The dockmen now receive \$1.10 straight time and \$1.65 for overtime. . . . A majority of 125 service workers employed by Princeton University have joined the BUILDING SERVICE EMPLOYEES INTERNATIONAL UNION and are bargaining with the University over wages and hours. . . . 4,400 Seabrook Farm employees who work on the largest mechanized farm in the country at Bridgeton, N. J., last week won their second closed shop contract through the AMALGAMATED MEAT CUTTERS OF AMERICA. . . . BARTENDERS UNION Local No. 15, with jurisdiction over all Manhattan with the exception of the Times Square area, has set \$35 per week as the minimum scale. . . . The fight between the Prudential Life Insurance Company and the INDUSTRIAL INSURANCE AGENTS UNION has gone to the War Labor Board for settlement. . . . Stage hands are demanding 15 per cent pay boosts from the theatre owners. . . . A pledge by the management to accept a War Labor Board settlement ended threat of a strike by 6,000 transport workers in the Public Service Transportation System's line throughout New Jersey. . . . A new three-year contract covering 435 Manhattan Buildings and calling for a 10 per cent wage increase was signed this week between the Penn Zone Realty Association and the BUILDING SERVICE EMPLOYEES UNION, Local 32-B. . . . Wage increases ranging between \$2 and \$9 a week for the 1,000 drivers and helpers of R. H. Macy & Co. were won this week by the UNITED RETAIL, WHOLESALE and DEPARTMENT STORE EMPLOYEES UNION.

**MONEY DUE**

PANAMA CITY (collect in Mobile):

- S. A. Kolacs
- N. A. Ray
- O. E. Simmons
- W. S. Musil
- T. Grafton
- R. Lawrence
- F. Cameron
- W. Moller

ALCOA PILGRIM, SCOUT and BANNER (collect in New York):

- Thomas Hayes
- A. Garcia
- Sydney Turner
- G. Masterson
- James Mandis
- John Gibbons
- Franklin Sue

**A WORD WITH**

## Sister Dillon

Hello fellows. I'm sorry to have missed last week's issue, but you had plenty of news to fill in my space—all the election returns. Now you know who your new officials and parolmen are for the coming year and they look like a good lot to me.

Of course, we'll miss some of the old ones, too. I tried to persuade Brother Bill Lee to go on the last ballot, but Bill had the old urge to go back to sea. Arthur Thompson, last year's New York Agent shipped out this week. Although most of us think of him as a Black Gang man, he is also an AB and shipped on deck this time. We all wish "Tommy" the best of luck.

Brother Frank Williams took office today. When I left for lunch Don Ronan was going through all the office routine with him—kinda breaking him in for the long months to come. And believe me it is no easy job. Much more detail and more headaches than most people think.

I was at Staten Island Friday and found all the Brothers feeling pretty good. Brother Mack is walking around and looks as he will soon be discharged. Not many survive after falling into a sixty foot empty hold.

I visited Ellis Island Tuesday and found Jim Daly pretty sick but coming along gradually. A couple of our colored Brothers, James Saunders and Redge Waid are doing swell.

At Roosevelt Hospital I found one of our brothers who had been in a scarp around 48th street. Someone had swung on him and left him with a broken jaw. He is in pretty good shape and moaning about having to stay in the hospital.

A lot of Brothers will be glad to hear that George Ellis has been discharged from the hospital.

Bill Watts is still waiting to see any of his old pals.

All the boys in the hospital send congratulations and best wishes to the new officers. And that also goes for yours truly.

**NOTICE**

Harry "Blackie" Prevost cooperated with the enemies of the SIU in the frame-up charges brought against Harry Lundeborg last month by Stalinist stooges within our Union. Prevost, while assistant secretary-treasurer of the SUP, served as a stool pigeon for those who would wreck the Union.

Prevost should not be shipped on any SIU vessel, should not be allowed within any SIU hall and should be treated by all SIU men the way they treat all fink and stool pigeons.

WHAT'S DOING

# Around the Ports

## PHILADELPHIA

By  
H. J. COLLINS

Here we go again doing business at the same old place. I see Flanagan sitting in the Agent's chair in the Branch and Lynch hitting the Waterfront so it looks like the old port of Philly is well represented.

"Do-the-best-you-can-Hillman" was here the other day and according to his statements regarding Brother Lynch, the best man won.

Regarding these new passports that the Seamen are supposed to get, I understand that it is going to be compulsory after the 15th of March, the U. S. Customs are going to handle these said Passports.

The West Kiska came into this port Saturday the 21st, and as she was in dry-dock for six weeks it was hard to believe your eyes. All the lavatories were plugged up solid, gravity tanks amidships were frozen up, no water aft, all bath rooms with from one to four inches of dirty slimy water on the decks due to the drains being stopped up, no water aft for the men to take a bath, sink drain-pipe in the crew's messroom amidship's disconnected, all the outlets for the connecting of electric fans amidship's were taken out therefore no fan connections, water in the crew's quarters aft, and so many other beefs that are really to numerous to mention here.

We contacted the Company and they promised to remedy the above immediately. Well, there the crew was from Saturday the 21st, Sunday being a holiday, Monday 23rd a holiday, Tuesday the 24th they finally got action. Of course, you might have overlooked the fact of the above not being remedied in whole or part due to the three holidays, but they worked cargo all during that time, so you can readily see that the cargo came first and the welfare and the health of the crew last. Of course, when the Port captain was confronted with this, he stated that it was a mistake (Ya Man some mistake).

Received a letter from Parker Re-Bayou Chico, about the condition of the overhead in the crew's quarters aft. The company decided that they were going to put ventilators with blower attachments on the poop deck so as to try and draw out the damp air from the steering engine room so as to eliminate the vapor on the overhead that is seeping into the crew's quarters. They asked us if this was satisfactory. Brother Lynch stated that it was O.K. if it worked, otherwise NO.

We had a few ships here in Philly this week, namely the Barbara, Catahoula, West Kiska, Bayou Chico, Yorkmar, so things look rather bright for the future.

Received a letter from the attorney of Brother McAndrews A.B., and he would like to get

in touch with him immediately. We finally got rid of brother Casey Jones, we shipped him on the Catahoula and his departing words were that if anybody should inquire as to his whereabouts we were to inform them that he was on his mid-winter cruise in the West Indies.

Brother James Earle went down to the Steamship Inspector for his firing rating and was turned down due to the fact that he lacked five days of having the time required by law to obtain same. Seems funny to the writer. According to the Maritime Commission, we are so short of Seamen and they are turning them out of the Maritime Schools with three month firing certificates, and here is a man with five months and twenty-five days and he is turned down.

I guess that I have been bending your ear long enough so I guess that I will rack up the batts until next time.

## SAVANNAH

By  
CHARLES WAD

Things seem to have straightened out somewhat around the Savannah port this last week. Had the S. S. City of Birmingham of the Ocean Steamship Company in port this week and sailed her with only 2 replacements on deck. The S. S. City of Savannah is now in port and am hoping to be able to find replacements as easy for her.

Would like to ask the boys from Savannah who stay away from the home port for any length of time to keep in touch with their families so that they will have a way of knowing if they are OK. There is hardly a day that passes that someone does not call to ask about some member who has been gone from Savannah 2 or 3 months and sometimes longer and as you realize we have no way of knowing where they could possibly be or what ship they sailed on from any port other than Savannah. The only solution to this is for the boys to write home more often. After all these are trying times and families would like to know if their sailors are safe.

To get back to shipping, it looks as if I may finally get the Savannah Line straightened out and sailing somewhat on schedule again. These ships usually keep me busy the better part of each week, but we manage to keep them sailing and that is what really counts.

Have been busy most of the week signing applications for the boys to get their identification port passes. Might as well go ahead and get these port passes as every man sailing will be required to have one.

Am still shipping ABs and Oilers here in the Savannah Port. Hardly a day passes that we don't have openings for these ratings but things look better than they did for a while, in regards to filling these openings.

## NEW ORLEANS

By  
"ARMY"

Still holding down the fort here, although we were about snowed under for a while last week. We have had a chance to come up for air over the long week end. Is my face red or is it red, after all the howling that I've done about writing into the Log weekly then to have Ye Old Ed slap down on us like he did in the Feb. 16th issue. Hi Ya Collins and Waid.

The prize for awhile was the good ship from the Calmar line, 2688 hours disputed overtime for the oilers, not bad my chicks, paging John Hawk.

With the Seatrain suspending Coastwise for the duration, we are seriously thinking of opening a hall in Belle Chasse, for the Seatrain Unioners, paging Wallace Royal.

Bro. Schriener is once more in circulation, due to make an appearance before the grand jury this week. Lawyer states he believes that this will be a mere formality.

The new Personnel manager for the Mississippi Company seems to be finding more to this job then signing his initials. It looks like we will have to go to bat a few times then possibly we will have things again lined up to where the boys can get what is coming to them.

Coast Guard passes are becoming increasingly important. Have you got yours yet? If not better check on it.

Our fair city is becoming very, very much the spot in the Sunny South. The suburb of Mobile seems to need several men a day to man the palatial rust buckets that sail from there. The majority of them seem to be Alcoa. Mention of this outfit bring once more to mind the question—what is the deep dire plot behind the present system of antagonizing the crews. Maybe this company just wants to prove that pay-triotism to the country while making the unheard of profits they enjoy. Remember when they sailed all their ships under foreign flags, paying about half the wages they would have to pay to American Seamen. Remember also that this is the outfit whose Port Captains all use the same standard line of chatter. "Do you know that there is a war on, we must sail these ships." Then in the next breath they will do everything possible to get the crew to walk off.

For instance, last Sunday morning bright and early (around six A.M.) I was called at home and told that the Alcoa Shipper was short a couple of men that they had piled off at the last minute. This, as we all know, is bad, so I promised to see what we could do, also told the Gent that the hall would be open at eight or nine and that he would most likely have to wait until then to get the men. After the hall was opened, Tedd talked the two men into going back to the scow

and the Port Captain who was so impatient to get the scow out, refused them with the result that it took at least another two or three hours to get the packet away. Just one of those things but they are sure getting regular.

Yours 'till Alcoa pays off one ship without a squawk.

## BOSTON

By  
JOHN MOGAN

Boston has been very busy the past two weeks. Not much income but a lot of work crewing up. Shipped 41 men.

I made a trip down east to contact one of our vessels and found that this vessel was away from the States ten months and was very much surprised to learn that there were no complaints about overtime or any other beef of importance. This must be a record.

At this time I see no reason why the bonus is not equalized coastwise comparable to off-shore areas as the hazards on this coast are just as great and in recent weeks were far greater than in any other area outlined by the gentlemen that control this matter.

Once again I'd like to ask all ships delegates to phone the SIU hall at the port in which they arrive when they arrive so we can give them the service which they deserve.

## TEXAS CITY

By  
E. R. WALLACE

The membership has spoken and elected into office the men of their choice to run the union for another year. By the looks of the ballots cast there was some that did not have the time to go up to the hall and cast their ballot. But these same ones will be the first ones to start complaining.

And for the members that are working ashore, this war cannot last forever and just like the last war, when things start to get tough you will be running back to ship out. Yes, the union is a pretty good standby in hard times and keeps up the wages, but in the times that the union needs you to protect the hiring hall and conditions that we have gained and want to protect and better, you have forgotten all about the rotten conditions and wages that came after the last war. When on the Luckenbach ships you had to

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make one or two workaway trips to the West coast to get a paying job aboard. Don't forget the same thing can happen again if we don't stand together.

I want to call your attention to something that is happening around this part of the country. I thought that the days of the shipping crimp was over. But here in Galveston we have the AAA Travel Bureau, 305 22nd St., shipping men to ships and just the other day this woman shipped a full crew to Corpus Christi. Some of the bar rooms are doing the same. This woman that runs the AAA has a personal in the Log of 2-16-42 inquiring for some one. I went aboard the Aztec, an un-organized tanker and was told that Mrs. Marie Hall furnished the crews replacements. What in hell will they get into next. Travel bureau and crimp joint combined.

Shipping has been good, in fact real good, and I cannot replace them.

## NEW YORK

By  
DON RONAN

With the new officials having been sworn in at the last regular meetings at all branches we should, as members of an organization that has fought tooth and nail for everything that we have gained, cooperate to the fullest with them and those of us that have been in office and are now leaving should bear in mind that all possible help should be given the new officers of the Union when we come in off ships that have been at sea a little while. These newly elected representatives of the membership are destined to guide the organization through what may prove the most trying period that we have experienced in our limited period of existence. These new officals and the re-elected ones that have served before are definitely deserving our unanimous support and help throughout the present emergency. To man ships and to bring vessels in with as few unnecessary beefs as possible should be the aim of those seamen manning ships at the present time.

The above paragraph is definitely related to a beef that came in while I was spending my last week in office. This man not only missed the ship in Miami but took a step farther and JUMPED OFF the

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## MORE ABOUT

## CASSIMIR

(Continued from Page One)

launched successfully, as was one life raft, and the survivors pulled away from the sinking ship.

The crew of the Lara immediately launched boats to pick up the survivors. Those that were in boats were found without much difficulty and taken aboard the Lara and given warm clothing and a shot of rum. Brother Spike Lee, however, was in the water for 5 hours before he was located by the rescuers.

While the decks of the Cassimir were awash almost immediately after the collision, she did not sink until almost 5 hours later. The Lara was able to proceed under her own power and landed the survivors at Charleston.

The Cassimir was built at Hog Island in 1920 and was owned by the Cuba Distilling Company.

Brothers who survived the accident are: F. Crowell, AB; G. Prudencio, AB; Johansen, AB; H. Crawford, AB; F. Lindstrom, AB; A. Gordon, OS; V. Scruftus, OS; J. Price, watertender; A. Voisin, Oiler; F. McGee, Oiler; C. J. Hastings, Watertender; J. Willard, Watertender; P. Bufkin, Fireman; Edward Boylston, Fireman; J. Bolger, Fireman; D. Whittemore, Wiper; E. B. Rhoads, Second Cook; C. Legako, Utility; A. Mont, Messman; J. McClenaghan, Messman; C. L. Vose, Second Pumpman; J. Carlson, wiper; and J. Morris, Boatswain.

## NOTICE

## TO CALMAR MEN

The Calmar line has compiled the money earned during 1941 by the following Brothers in order to aid them in figuring their income tax:

L. Marsh, T. McMahon, R. L. Bradford, P. Foster, W. A. Page, K. F. Perry, C. L. Parker, F. Ruiz, F. C. Peterson, L. C. Whitlock, A. Cosention, C. Nangle, A. M. Anderson, H. Booth, J. P. Buckman, G. Walters, E. Poblodor, H. Nungezer, J. W. Prescott, J. Player, J. E. Peterson, T. B. Baldwin, E. Kendlin, H. Dunblane, N. Banaag, R. Garcia, J. Remo, W. Common, E. Leahy, W. H. Parker, J. F. Wood, C. H. Anvil, L. Nicholson, G. Mason, F. Murphy, C. Mathews, A. A. Scott, E. Degen, J. Craig, L. Crew, C. Myhrs, J. R. Coleman, W. Dubuision, E. Hernandez, J. C. Kirby, J. J. Shaw, J. K. Glass, T. Parker, J. L. Williams and W. Brook.

## PERSONALS

## MORTIMER W. JACOX

Your mother is worried about you. Please write her at the next port.

## FRANK PALMER

You have not filled out your Selective Service question blank. Take care of it the next time you hit port.

## CHARLIE KINDRIX

Your sister is trying to locate you. Write to Mrs. Bessie Fancher, 3101 Washington Blvd., Chicago, Ill.

Cassimir Survivor  
Tells of Difficulties in  
Launching Life Boat

By Edward Boylston, No. 50013

I was in my bunk at the time of the collision and I woke up to the sound of the ship's whistle. Immediately on rising I felt the ship lurch again and I was thrown off my feet. There were no lights on and I had to grope around to find the light switch. We had black-out lights (blue bulbs) which gave us just sufficient light to see the quarters.

With me in the room were two wipers and one fireman. One fireman was on watch. We grabbed our life jackets and went on deck.

I was consigned to the forward fall on No. 2 boat, along with Tommy Ryan, an AB. There was little or no efficient direction from the officers. We got the boat started down and when it was even with the boat deck another seaman came and relieved us at the fall and told us to get in the boat and he would lower away. The Steward Bosch, myself and Tommy Ryan got into the boat in the order named and the boat began to lower away. Everything was OK until we hit the water. The after fall was released without anyone making certain if anyone was on the forward end to release the hook causing the boat to upend and take seas.

All the time the high seas were throwing the lifeboat against the side of the Cassimir and threatening to smash it any minute. Bosch and myself tried to fend the ship off so the boat wouldn't break up—but the seas were too heavy. Tommy Ryan tried to get forward to lend a hand to clear the fall from the life boat. I turned to help him just as a huge wave caught him and carried out of the boat and hurled him against the side of the Cassimir. He was then sucked under and we never saw him again.

Bosch and I were still in the boat, trying to free it from the painter and the falls. I looked

up and saw that the No. 4 boat was being lowered directly on top of us. I screamed at Bosch but before he could move the No. 4 boat crashed on top of him and hurled him into the sea. The 2nd Assistant then tried to clear the fall. Just as he about had it clear he was carried away by the sea.

Our life boat was plenty full of water by now. It was awash and the forward fall was dangling and swaying. I made a lunge for it and tried to climb up the line because I could see that the boat was doomed. But I couldn't make the climb. I weigh 250 pounds and with a life jacket and wet coat on I just had to drop back in the No. 2 boat.

Finally I was able to make it to the Jacobs ladder and the saloon messman helped me upon the ship. We went to the starboard side of the ship and went into the No. 3 boat which got away safely.

We were adrift about 3 hours when the S. S. Lara picked us up. We were treated with great kindness and courtesy by the crew and officers. They gave us dry clothes and hot food and a shot of rum. I would like to say a few words about the Negro deck gang.

These colored sailors really knew their jobs and performed their duties in true seamanship fashion. They obeyed every order and made every move count when it was needed. The mate on the Lara should also be given great credit for a great crew. I'm sure he need have no worries in any emergency with that bunch.

The Navy gunners also are to be congratulated for standing by without sleep for a period of 36 hours. The 2nd mate of our ship who was named Johansen, was a real officer. I have no doubt that most of the crew would be dead by now if it hadn't been for him.

## Out of the Focs'l

by

J. L.

The ghost of Andrew Furuseth will have to rise and disturb the sleep of some Senators in Washington who some two decades ago pledged to protect the rights of seamen. They passed the Jones Act to better the living conditions for seamen aboard ships.

The late Senator "Fighting Bob" LaFollette played an important part in the enactment of the seamen acts. Good old Andy sold him a bill of goods and the Senator never forgot him. Young Bob, now a Senator, tells of hearing his father talk of Andy who would sit in the visitors' gallery keeping his lonely vigil and not leaving Washington until the measures he wanted were past.

Peter B. Kyne remembers him when he first met Andy aboard his ship. He was impressed with Furuseth's sincerity and determination of purpose. When Kyne became a successful writer, he immortalized the character of Andy in the Cappy Ricks series. He more recently revered his memory with an article in the Readers Digest called "Saint Andrew, The Sailor." The Sailors Union of the Pacific (of which Andy was founder) further immortalized him by dedicating a monument and burial plot for seamen in San Francisco. Over 1500 seamen took part in the ceremonies.

Today attacks are being launched against our Unions, and things are being said about seamen that would have made old Andy's blood boil. But Andy's spirit still lives. The coming SIU convention in San Francisco will carry on his tradition and with firmness throw into the teeth of our enemies their threats. As Andy always said, "Tomorrow is also a day."

\* \* \* \*

Fred Hart's suit has been getting pretty shiny in the rear, now that he has been re-elected, he says he's going to buy a new one.

\* \* \* \*

Harry Collins is now stationed in New York. Big Red is all het-up over the behavior of gas-hounds aboard ship. Brothers should read his reports printed in the Log and take them to heart. No sense have the Navy turn the heat on us just because of a few "onny" ones.

\* \* \* \*

Scotto tells us that the Commie crews are not allowed shore leave in Russia, but SIU men are granted the privilege. Quite a blow to the Stalinists.

\* \* \* \*

Big Chief (better known as Major) has finally quit the Arcadia after all these years.

\* \* \* \*

George Cowles of Mobile is looking for his friend Frank Keaveney. And Fred Carretson is trying to locate Zebrowski.

\* \* \* \*

Red Philips says he saw two subs on his trip from Mobile aboard the Alcoa Trader. Also heard that the Yankee Sword had 17 shots fired at her from about 800 yards off and not one found its mark. The boys don't have too much respect for the marksmanship of these raiders.

\* \* \* \*

All of which reminds me that Pete Larson (formerly of the Texmar) used to tell us that there was no such place as a Heaven or a Hell for seamen. They were God's special children and went to a place all their own. (no doubt complete with gin mills).

## MORE PORT NEWS

(Continued from Page Three)

ship, after the hawsers were all on board. After presenting the beef to the membership they feel that action taken by the Navy Department and the U.S. Steamboat Inspection Service should be awaited before the membership takes steps to present charges against the member involved. This brings back to mind the items that have been previously stressed by all officials of the Union, and those are that all Government bodies are keeping a sharp eye on all Labor Unions and the steps taken by the so called MILITANT MEMBERS and may be classified as so-called DESTRUCTIVE ACTS AGAINST THE UNITED STATES GOVERNMENT. Every black eye that the Union receives through phoney strikes and stoppages of work will so

far outweigh the amicable settlements between the seamen and the operators that the more we do to keep all beefs and arguments stable to the satisfaction of all concerned will amount to so much insurance for the Seafarers International Union in which we have so much faith.

## TAMPA

By

D. L. PARKER

This past week has been a very busy one due to the fact that we have had quite a few ships in, and a shortage of key men for replacements. Now, since the P & O ships have been taken off the Havana-Miami run, we are getting lots of men on the beach.

Bro. Biggs was over for a

short visit, we are always glad to see him. He took two men over to Mobile with him as he claims that it is very hard to secure replacements for the Alcoa and other ships out of Mobile and New Orleans.

Well, here we are at the beginning of a new year for the officials of the S.I.U. I am sure that we will have a bigger and better year than we had in the past, although we can't complain about the advantages that we gained in the past year, in securing higher wages, conditions, etc.

What we need now is for all the ships to be armed, and a higher bonus.

Our lives are just as valuable as the Ship Owners and as we are created equal I don't see why we shouldn't have all the protection that is possible for any one to have.

## MORE ABOUT

## MARORE

(Continued from Page One)

crew in the lifeboats and sounded like gigantic freight trains roaring through the night.

This shelling went on for almost an hour before the shattered Marore finally sled beneath the water. Then, one by one, the subs submerged leaving the surviving crew alone in the dark. The men were in three life boats. One of the boats succeeded in rigging a sail and made port at Cape Hatteras. The other two boats, containing 25 men, were sighted by a Navy plane which directed a ship to their rescue.

All SIU Brothers are safe and ready to return to sea.

Give the seamen—  
GUNS and RAFTS