

## Internees Are Warned Of Phony 'Aid'

Warnings to ex-prisoners of war and internees have been issued by Daniel F. Cleary, Chairman of the War Claims Commission. In issuing the warning he said, "The Commission has already discovered several cases where claimants have been the victims of racketeers and we are doing everything in our power to put a stop to such frauds."

Under the War Claims Act of 1948, military personnel held prisoner in any theater and certain American civilian citizens—including merchant seamen—who were internees of the Japanese may be entitled to compensation for their period of confinement. "Even before the Act was passed by the Congress," Chairman Cleary explained, "certain promoters, gyp artists, and assorted grifters began their unscrupulous operations."

### FEE-SEEKERS

"We have evidence that many individuals and groups of persons have been established to supply help to claimants—for a price. Some of these groups have assumed titles which might easily be confused with the name of the War Claims Commission. All forms of assistance have been offered, from the filling out and filing of forms to the actual sale of forms and instructions," Cleary declared.

"At the present time there have been no forms of any type issued by the Commission. When forms and instructions are avail-

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# SEAFARERS LOG

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## AS-POLLS OPENED IN ANNUAL A&G DISTRICT ELECTIONS



On Nov. 1, Seafarers began balloting in all A&G Branches to elect officials who will serve the Union during 1950. Early voters were out in large numbers when the 60-day voting period got under way. Above is a scene on the first day of balloting in the Port of New York as members lined up to register and receive their ballots.

## SIU Branches Report Big Vote Turnout

Keen interest in the current SIU Atlantic and Gulf District elections was indicated by the heavy turnout of early voters when polls opened in all ports on Nov. 1.

In the balloting, which will continue through Dec. 31, Seafarers will elect officials to fill 29 elective District positions for 1950.

The ballot contains the names of 47 candidates who met the constitutional requirements for Union office-seekers. Of those elected, four will serve in Headquarters posts and 25 will represent the membership as Branch officials.

Of the positions to be filled, 10 are for Port Agents and 15 for Port Patrolmen, with one for Secretary-Treasurer and three for Assistant Secretary-Treasurers.

The 29 elective posts to be filled in the current election are four less than appeared on last year's ballot and indicates the Union's continuing note of economy, necessitated by the decline in American shipping.

### 57 FILED

The 47 candidates appearing on the ballot were the successful nominees from among the 57 Seafarers who filed notice of intention to run before the Oct. 15 deadline. Seven nominees were disqualified by the Credentials Committee for failing to meet the constitutional requirements for a place on the ballot.

Of the seven disqualified, five men did not submit evidence of the necessary three years of seetime, and two did not furnish proof of having had four months of seetime during the current year.

Preparations for the annual elections got under way in September, when the customary resolution calling for nominations and designating the Union positions to appear on the ballot was adopted by the membership at regular meetings in all ports.

### ALL-DAY VOTING

The polls will be open every day in all Atlantic and Gulf District Branches throughout the 60-day voting period and members are urged to cast their ballots as soon as possible, to make certain they have their say in selecting those who will represent them in the coming year.

Instructions for proper marking appear on the ballots. The Union stressed the importance of properly following these instructions so as to keep the number of invalid ballots at a minimum.

Space is provided on each ballot for write-in votes.

## AFL Convention Votes To Aid Two SIU Campaigns

The determined fight against the communists waged by the Seafarers International Union and its affiliates in the AFL Maritime Trades Department was hailed by delegates to the 68th annual convention of the American Federation of Labor in St. Paul, Minn., last month, as it voted to aid the Seafarers' two-pronged fight against Panamanian transfers and Coast Guard control over merchant seamen.

The convention delegates adopted the AFL Executive Council's report on the MTD, which emphasized the victory of the SIU over the commie-led CSU in Canada last summer as a vital contribution to the principle of free and democratic trade unionism.

The text of the Executive Council's report follows:

Only three years ago the convention approved the establishment of the Maritime Trades Department. At that time, the convention paid tribute to these men for fighting for "not only their own economic betterment but even more in fighting for the security of our nation." The convention held that "no group in our America has had to fight more determinedly against the Communists than have our maritime unions." What was said then is even more true today. These men have just won another tremendously important battle in our war against Communism. From Halifax as a center the Communists sought control of the seas and of the ports.

The Communist dominated maritime unions were ordered

to stop the flow of Marshall Plan Aid to democratic nations. Strikes were ordered—political strikes, all over the world.

The fight centering in Halifax was destined to be a fight to the finish. The Communists had taken practically complete control of the civilian life of the community. Those who opposed them were intimidated or attacked.

Our maritime unions sent in more and more men. They knew this was a struggle of worldwide significance. Their convictions were confirmed when the Communist dominated World Federation of Trade Unions and particularly its maritime division stopped shipping all over the world: Australia, Italy, France, England.

Our men accepted the challenge through bodily combat and through international negotiations. The Maritime Unions were very ably assisted by the Brotherhood of Railway Clerks. The situation became so serious that the American Federation of Labor as a whole became active in the fight.

For several years, the Executive Council of the American Federation of Labor was concerned about the development and growth of Communist influences within the Trades and Labor Congress of Canada and these developments were the subject of discussions and conferences with the Executive Board of the Trades and Labor Congress of Canada.

After securing all of the facts bearing on this fight, the Ex-

ecutive Council of the American Federation of Labor formally called upon the Executive of the Trades and Labor Congress of Canada to take effective remedial action to prevent further Communist subversion of the purposes of the Trades and Labor Congress of Canada.

We are now pleased to report that during the Convention of the Trades and Labor Congress of Canada held at Calgary, Alberta, during the month of September 1949 the Communist-dominated Canadian Seamen's Union was expelled from affiliation and other effective measures were adopted to assure a continuing free and democratic trades union congress and permitting a continuation of our fraternal relations.

### VALUABLE AID

Our International Unions affiliated with the Trades and Labor Congress of Canada rendered valuable service to the American Federation of Labor and the Trades and Labor Congress of Canada in this connection.

The Seafarers International Union and the International Longshoremen's Ass'n affiliated with the American Federation of Labor have succeeded in eliminating the Communist-dominated Canadian Seamen's Union in Canada, and we look forward to continuing growth and development for these free, democratic trade unions in the Dominion of Canada.

On all fronts the anti-Communist forces have won in this fight. Our labor movement, our nation owes much to these men

from the Maritime Unions! Undoubtedly the most effective thanks we can give these men is to help them in their fight to preserve their freedom. This we pledge ourselves to do.

A case in point: There has been referred to our Committee a section of the Executive Council's report which deals with the nefarious practice of certain steamship owners in placing their ships under the Panamanian flag, in an effort to evade or destroy the hard-won working standards for which our men have so valiantly fought through the years.

The report states the matter is now before the ILO. Should there be any delay in effecting an equitable solution through this agency, your Committee recommends that the Executive Council be authorized to take whatever steps it can through national and international agen-

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## Next New York Meeting In SIU Hall

The next regular membership meeting in the Port of New York, scheduled for Nov. 9, will be held in the SIU Hall, 51 Beaver Street, instead of Roosevelt Auditorium. The change in meeting places was made necessary because of a previously scheduled commitment by the operators of the Roosevelt Auditorium.

All members in the Port of New York are urged to

make special note of this switch. Remember, that's the next meeting—Nov. 9. The place is the SIU Hall at 51 Beaver Street. Time as usual is 7 PM.

The following meeting, on Nov. 23, will be held at Roosevelt Auditorium, at 100 East 17th Street.

P.S. Please tell your Union Brothers that the next New York meeting will be held in the Union Hall.

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## Boss-Paid Pensions

Employers of American workers are gradually being awakened to a responsibility of long standing. Recognizing that the future security of its members must be permanently established, labor unions currently conducting negotiations for new contracts are pushing for pension plans—entirely paid for by the employers.

The campaign for employer-paid pension plans is based on the correct contention that men who spend a lifetime in an industry helping employers to amass wealth and increasing security are entitled to a guarantee of decent living when they are no longer able to work.

Putting it in terms the bosses can understand, the unions are demanding that provisions for the security of the employee's old age be made in the same manner that provision is made for the depreciation of machinery.

Funds are regularly set aside to take care of worn down equipment. Yet industry has shown an almost universal disregard for the future of workers whose physical strength is spent on the job. When the day arrives that a worker can no longer keep pace with the physical requirements of his-job, he is shown the door.

Workers who contribute their brains and skill to the building of corporations should have some equity in the product of their efforts. The employer-paid pension plans are the answer.

Although the government's old age security program has provided workers with some income, it is entirely inadequate to take care of even one individual, much less a man and his dependents.

The politics involved in attempting to improve the government's old age benefits is so complicated that even the winning of a slight improvement requires years of fighting.

Besides, under the government pension systems, the worker contributes a substantial share of the money which is to be given him on retirement. This system relieves industry of its full responsibility.

Oddly enough, industry now finds itself the victim of its own shortsighted policies. When social security and old age pensions were first established by the government, big business fought bitterly against the program. Whenever attempts are made to increase the benefits or to lower the age of retirement, big business roars its opposition.

Now, because of the inadequacy of the government-administered pensions, industry is being forced to make direct provision for the old age security of its workers.

The resistance of Big Steel to setting up an employer-financed pension plan is already cracking. This week, the workers of Bethlehem Steel returned to work, when the company capitulated to the union's demands for pensions paid for entirely by the company. The other big operators will probably fall in line one by one, now that the pattern has been set.

Several weeks ago, the Ford Motor Company granted the same demand made by its workers. And last week, the AFL longshoremen cracked the ice and secured a pension plan, financed by management.

At long last it appears that Big Business is learning that its workers are as important as its machines.



## Men Now In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing them.

### MOBILE HOSPITAL

- J. CURTIS
- L. HOWARD
- J. STEWART
- D. MILLER
- D. CARROLL

### BOSTON HOSPITAL

- JOE GREENBAUM
- PETER KOGOY
- FRANK ALASAVICH
- VIC MILAZZO
- R. BOLDOC

### STATEN ISLAND HOSPITAL

- BERNARD JURROWSKI
- ARCHIE KING
- FRED VYKRUTA
- SAL MANCINI
- MICHAEL ARMANDO
- WILHELM PIETERS
- JOSE REYES
- ROYAL HARGRAVES
- J. F. GAMBLICH
- JOHN C. LONG
- JOE HERNANDEZ
- R. G. ANDERSEN
- P. ALBANESE
- RICHARD GRALICKI

- ANDREW AHLSTROM
- WILLIAM ROACH
- H. E. BONEWALL
- R. R. SIERRA
- SIDNEY SWITZER
- CARLOS MATT
- M. J. LUCAS
- R. L. LAMBERT
- JOHN B. DOLAN
- FRANK NEARING
- A. M. KASAITIS
- IVAN A. THOMAS

### NEW ORLEANS HOSPITAL

- R. CRONIN
- E. E. GROSS
- J. CALDWELL
- J. DENNIS
- F. LANDRY
- H. F. LAGAN
- C. ELLARD
- L. LANG
- B. WILLIS
- R. L. McCOMBS
- B. D. FOSTER
- C. R. HUNEYCUTT
- P. ROBERTS
- F. B. CAILLOUET
- A. MAUFFRAY
- O. HOWELL
- L. LORD

- V. L. COASH
- A. PANAPTINTO
- J. E. TASSIN
- C. BROWN
- D. PITMAN
- V. LAWRENCE
- F. JACOBSON
- R. REED
- F. ELLIS
- J. H. McELROY
- A. LOPEZ

### BALTIMORE HOSPITAL

- R. M. GREEN
- E. S. GAME
- L. G. LARONDE
- A. L. MASTERS
- C. P. THOMPSON
- D. H. COLLINS
- G. D. REAGAN
- J. BROWN
- E. CLDELL
- V. D. WILLIAMS
- H. STARCKY
- D. McCORKINGDALE
- J. B. BUHL
- W. KENNELLY
- M. HAGERTY
- G. A. CARROLL
- E. LYNCH
- W. L. AKINS
- D. H. BRUNIE
- A. THOMPSON
- J. M. BERGERI A
- R. McCULLUCK
- L. B. SMITH
- P. B. DARROUGH
- J. YUKNAS

### SAN FRANCISCO HOSP.

- SAM DRURY
- E. DIPIETRO
- I. ISAKSEN
- J. KEENAN

### SAVANNAH HOSPITAL

- E. D. SIMS

# SIU Organizer Answers CS Lies Cities Service Still Trying To Keep Crews From SIU Protection

The following is a transcript of portion of a CTMA (company-controlled "union") meeting held aboard the SS Chiwawa on Oct. 18, during which crewmember Eddie Bobinski answered the company-manufactured lies and distortions fed to CS tankermen. Most of the questions were posed by the company "union" representative who is the Chiwawa's Steward. Four days after the meeting, Bobinski, a volunteer SIU organizer was fired off the ship.

The data in bold type has been inserted by the LOG to provide CS men with a more complete picture, as Bobinski had to reel off his answers in the space of a few minutes in order to report on time for his watch.

Meeting held on S/S Chiwawa by CTMA Tuesday, Oct. 18, started 7:00 P.M.  
CTMA Representative—Pumpman John Traubel CTMA Organizer and Chairman—Freddie Grissuble

Questions asked by Chairman and answered by S.I.U. Organizer:

1. Q. The S.I.U. has more men in the Union than there is jobs.

A. No. We have about the same amount of men as we have jobs, Permitmen are not considered full-pledged union members.

(The SIU is the only maritime union which has consistently maintained a job ratio of one to one. In other words, there is approximately one job for every man holding a Union book. This is the result of far-sighted Union policy adopted in the boom years, when the Union refrained from issuing books in wholesale fashion, a policy other unions did not pursue and as a result have overloaded memberships.)

2. Q. New York has three thousand men on the beach that can't ship out.

A. No. The Seafarers' Log proves it's not true. (Each issue of the LOG carries the registration and shipping figures in each SIU port during the previous two-week period. This issue shows that 1,433 men registered, while 947 were shipped out. A month ago, in the issue of Oct. 7, the registration figure was 1,468; the number shipped out was 1,089. This would show approximately 400 to 500 men on the beach, which is about 2500 less than the CTMA's false figure.)

3. Q. Tankermen only get 14 days' vacation a year.

A. No, they get 28 days (as was shown in Agreement).

(The SIU tanker agreement speaks for itself. Any man can check and learn that SIU tankermen get 28 days a year as vacation.)

4. Q. S.I.U. positively cannot promise anything, especially a full book.

A. They promise each and every man a book that walks off during strike or to men who organize C.S. ships.

(In addition, these men are given 30-day back-dated shipping cards to offset the time lost.)

5. Q. Why did the Log publish the firing of Al Litwins because of organizing when actually, the whole crew knew he was drunk and refused to work?

A. The Union is not responsible because a man did not tell the truth about himself.

(Because of Cities Service's refusal to recognize their employees' demand that the company bargain with the Union and its repeated refusal to cooperate, the SIU is naturally unable to check with the company—as it can with contracted operators—to determine cause of dismissal. Insofar as drinking and performing aboard ship are concerned, the membership of the SIU has repeatedly demonstrated its intention and capacity to discipline foul-ups whose actions might jeopardize the security and welfare of the membership.)

6. Q. When the S.I.U. crews have meetings on board their ships no beefs are settled when the ship pulls into Port, everything is forgotten.

A. All beefs are settled by union patrolman before ship even pays off and the Seafarers' Log proves it.

(Union contracted vessels are always boarded by Patrolmen at payoffs and sign-ons to settle all crew beefs. Each issue of the LOG carries information regarding shipboard disputes and the manner in which they are settled. This can be found in the Port reports. The Money Due columns are also an indication of the Union's constant and successful efforts to insure that each SIU man gets what is coming to him under the contract in force. The best testimony to these facts is the SIU membership itself.)

7. Q. In the S.I.U. as soon as a ship pulls into dry dock all men are laid off.

A. No, only some ships lay off crew but men laid off have first preference to come back on.

(Bobinski's answer to this one is about all there is to it.)

8. Q. An S.I.U. seaman stole line from a Cities Service ship.

A. There was no proof and besides the Citco Representative (Pumpman) was caught going thru Edw. Bobinski's (Organizer's) locker looking for information that would convict men of signing Pledge Cards and thus be fired. (He didn't deny his guilt) but when he was asked by a person why he didn't deny the statement he said he didn't hear it. (This was after meeting was over) even though he was not more than two feet from me but only about twenty-five other men heard it all over the mess hall. (Thus he immediately became unpopular.)

(We think the Citco (CTMA) representative ought to answer this one, as soon as he stops blushing and spluttering.)

9. Q. Why should men be laid off a ship after only six months' service?

A. It is not definite yet but the time limit is one year, so that other men on the beach can get a chance.

(Actually, there is no limit to the length of time a man may stay aboard an SIU ship. Some men have been aboard SIU ships for two and three years. At present, the subject of "homesteading" is being discussed throughout the Union, as are all matters affecting the general welfare. Letters to the Editor appearing in almost every issue of the LOG show pro and con viewpoints on this issue. Those against unlimited stays urge that men aboard SIU ships for one year be required to take their vacation pay and get off the ship. The purpose is to permit greater job turnover and to equalize employment opportunities for all hands. When this issue is put to a question by the membership, the decision will be made by referendum vote in secret balloting, as per SIU constitution.)

Few American corporations today are as viciously anti-union as is the Cities Service Oil Company, which enjoys the privileges and fabulous profits of doing business in the US, but which refuses to recognize the law-given rights of its employees to organize for the purpose of collective bargaining.

On two occasions, the employees of Cities Service have overwhelmingly designated the SIU as their collective bargaining agent in secret elections conducted by the National Labor Relations Board. Despite these mandates, Cities Service has consistently resorted to all sorts of subterfuges to prevent their tankermen from getting the benefits of genuine Union representation, which they so earnestly desire.

Certification of the SIU to represent the Cities Service men has been held up by the legal flim-flammy of the company lawyers, but the NLRB is now reviewing the company's final objections and the day of reckoning is imminent.

Meanwhile, life aboard Cities Service ships is as miserable as ever. Intimidation, mass firings, an intricate spy network fostered by the company and its illegitimate offspring, the Cities Service Tankermen's Association, face all men who go to work aboard a CS vessel.

And although the CS men have openly repudiated the company controlled "union"—CTMA—the company still attempts to force this monstrosity down the throats of its crewmembers. CTMA meetings are held aboard every ship but their effect on the men is nil. CS men know that CTMA is the sneaky mouthpiece of the company and they want no part of it.

A sample of the manner in which CTMA stooges attempt to deceive CS men at shipboard meetings has been recorded by Edward Bobinski. Bobinski sailed aboard the SS Chiwawa from August 19 until October 22, 1949, when he was fired for daring to announce that he was a volunteer organizer for the SIU.

Bobinski posted a notice to that effect on the ship about Oct. 15. "Actually I had to post about 10 notices," he said, "because every one I posted was torn down." One of them was ripped down by the Skipper.

"The day after, the First Assistant told me that I was being fired," Bobinski related, "giving as the reason that I was too

slow and that I was incompetent.

"When he was firing me he told me he did not like the idea of firing me but that he had received orders from the Chief Engineer. He said that he could not do anything but carry out the orders."

The meeting at which Bobinski recorded some of the proceedings was held on Oct. 18. A notice of the meeting had been posted by a CTMA stooge. No one tore down this notice, not even the Skipper. After all, it was the company that was behind this "union," was the way he probably reasoned.

The meeting was opened by the Steward. He started off by saying that he would not run down any union. Then he proceeded to run down the SIU, Bobinski recalls. The Steward told those present not to interrupt the proceedings.

At 7:30, Bobinski got up and announced that he had to go on watch in 20 minutes and began answering the company-manufactured lies which the Steward had been parroting for a half-hour.

Bobinski hastily answered the questions raised by the Steward in the course of his speech and others which were thrown at him. The transcript appears elsewhere on this page.

Like hundreds of Cities Service crewmembers, Edward Bobinski dared to exercise his right to freedom of speech and thought aboard a Cities Service ship. Like hundreds of other Cities Service men he believes that the rotten abuse poured on the company's tanker men, the lack of security and self-respect felt by all hands can only be wiped out by genuine trade union representation — representation by the SIU.

## AFL Convention Votes To Back SIU Campaigns

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cies, public and private to assure the stopping of the transfer of the registry of our ships to nations whose standards of working conditions are lower than ours.

Then, too, in an entirely different way, we may further support the men who sail our ships in the fight to be and remain free. At present they are subject to the control and discipline of the U.S. Coast Guard, a quasi-military organization.

While we honor the glorious record the Coast Guard has made, we wish to record our strong objection to placing any group of our civilian workers under military or quasi-military supervision in time of peace.

Your committee shares with the men who sail our ships, a deep conviction that they, because they are civilian workers, should be immediately removed from any form of military or quasi-military supervision or control and placed back under civilian supervision.

## War Claims Commission Warns Internees Against Phonies

(Continued from Page 1)  
able, we hope that they will be simple enough so that no help will be needed in filling them out. No claims will be processed for payment unless they are submitted on the official forms approved by the Commission. These official forms will be free and will be made available to all eligible claimants under the War Claims Act."

Chairman Cleary revealed that in most cases of exploitation of claimants uncovered to date the offer to help is accompanied by

a demand for a filing fee, retainer, or an excessively high percentage agreement. There is no charge for filing claims with the War Claims Commission or for any part of the processing of claims payable by the Commission.

All evidence indicating shady operations with respect to war claims is being referred by the Commission to the US Department of Justice and US Post Office authorities for appropriate investigative action and prosecution.

As a final word of advice to prospective claimants, Chairman Cleary said, "Wait until you receive our forms through proper channels. Then fill them out and return them to us. Any help you may need will be available free of charge. All of the major veterans' organizations stand ready to render any assistance you may require. If you feel you must hire an attorney, be sure he is a reputable member of your community. You need not have any dealings with people who solicit your business. Don't let racket-

teers and chislers gyp you out of any of the money due you. Your war claim is based on the months and years you spent as a prisoner of the enemy. You deserve it. You'll get it. We hope you'll get all of it without cost to yourself."

At SIU Headquarters, Union officials repeated an announcement made recently that the Union stands ready at all times to give assistance and advice to members eligible for compensation under the War Claims Act.

# Getting Replacements To Jax Poses A Problem To Savannah

By JIM DRAWDY

SAVANNAH—This port is no exception to the rule, so the best we can say for the past two weeks' shipping is that it has been slow.

Our payoff activity took place aboard the SS Jean, Bull, and the SS Southport, South Atlantic. There were no beefs aboard either of these vessels. Both signed on again.

We had a few visits from vessels that included Savannah as a port of call. One was the SS Argobec, contracted to the SIU Canadian District. The others were the SS Greeley Victory, Waterman; SS Steel Advocate, Isthmian; and the Twin Falls Victory, Waterman.

## REPLACEMENT NOTE

In connection with the matter of getting replacements from the Union Hall, which has been discussed in this column for the past few weeks, here's another bit of advice.

We recommend that the Waterman Steamship Company be notified to instruct their Skippers to get in touch with the company agent in Jacksonville via radio whenever they need replacements from Savannah.

The company agent can then communicate the needs to the Hall here. It is important that the ship's radio be used to advise the agent of the need for replacements. It takes about five hours to get to Jacksonville from Savannah by bus, and the coast-wise ships touching Jax are only in for a few hours, so speed is essential.

Here's a romantic note. The Bosun on the SS Jean fell madly in love with Savannah this trip. Consequently, he paid off and at this writing is undoubtedly hitched for life.

Without fear of bragging we'd like to state that we have one of the cleanest Union Halls in the business. The deck is freshly painted and our furniture is in tip-top condition. All we need to round out the comforts is a television set.

If you walk down the streets here, you can barely avoid bumping into a crowd looking into some store window demonstrating television. Television, you

# Port Frisco Looks To Coming Weeks

By JEFF MORRISON

SAN FRANCISCO — Shipping has been somewhat on the slow side in this port during the past two weeks, but the prospects for the coming period are brighter.

Men shipped from this port went to vessels calling in-transit. These were the Loyola Victory, Waterman; Fairland, Waterman; Steel Admiral, Isthmian; Santa Clara Victory, Isthmian; Alamar, Calmar, and the Seamar, Calmar.

Beefs were of a minor nature and they were settled without any difficulty.

Bucking the elements in Frisco are Brothers Fred Hethcoat, R. F. Wilma, C. Doroba, and P. O'Neil. They're all waiting to ship, of course.

In addition, we have a few men in the San Francisco Marine Hospital. These Brothers are Sam Drury, E. DiPietro, I. Isakson and J. Keenan.

# Coffee Time

By FÉLIX J. CURLS



see, is a little on the new side down hyar.

## ON THE BALL

Just to mention a few of the Brothers currently making eight hours daily at the Hall, there are W. Mulling, J. H. Maxey, C. A. Gardner, J. T. Moore. We're happy to be able to say that only one Seafarer is in the local marine hospital this week. He's E. D. Sims and he's having his tonsils taken out.

The National Labor Relations Board hearing on the case of the Retail Clerks Union vs. Adler's Department store came out favorably for the union people. Management has to reinstate five employees and reimburse them for back wages amounting to \$10,000. They've found out that unfair labor practices don't pay. Another union note: Don't forget to ride Garden City cabs in Savannah. They're operated by AFL cabdrivers.

And that about winds it up for this trip, except to say that Savannah is cool and comfortable. Indian summer, as the yankees call it.

# Union Wreckers Are Warned

The SIU is on record that charges will be placed against men guilty of being the following:

**PILFERERS:** Men who walk off ships with crew's equipment or ship's gear, such as sheets, towels, ship's stores, cargo, etc., for sale ashore.

**WEEDHOUNDS:** Men who are in the possession of or who use marijuana or other narcotics on board an SIU ship or in the vicinity of an SIU Hall.

**GASHOUND PERFORMERS:** Men who jeopardize the safety of their shipmates by drinking while at work on a ship or who turn to in a drunken condition. Those who disrupt the operation of a ship, the pay-off or sign-on by being gassed up.

This Union was built of, by and for seamen. Seafarers fought many long and bloody fights to obtain the wages and conditions we now enjoy. For the first time in the history of the maritime industry a seaman can support himself and his family in a decent and independent manner. The SIU does not tolerate the jeopardizing of these conditions by the actions of irresponsibles.

In any occupation there is a small group of foulballs. While the Union has been fortunate in keeping such characters to a minimum, we must eliminate them altogether from the SIU.

All Seafarers, members and officials alike, are under obligation to place charges against these types of characters.

Any man, upon being convicted by a Union Trial Committee of actions such as outlined here, faces Union discipline up to and including complete expulsion from the Seafarers.

# Dies In Accident



James E. Naylor, popular Seafarer who had been a Union member for nine years, was killed aboard the SS Allegheny Victory, when a heavy sea struck the ship and threw him into the No. 1 winches.

Naylor, who sailed as AB and held Book No. 20327, is survived by his wife, two children, his mother, a brother and two sisters. Funeral benefits were paid by the Union. Burial took place in North Carolina.

# Shipping Still Slow In Boston

By BEN LAWSON

BOSTON — No change was noted in shipping here during the past two weeks. Two vessels paid off, then signed on again, and several ships called in-transit.

The ships paying off and signing on were the Alexandra, a Carras tanker, and the New London, a Mathiasen tanker.

The in-transit callers were the Robin Doncaster, Robin Innes; Bessemer Victory and Greeley Victory, Waterman; Meredith Victory and Steel Architect, Isthmian.

An overtime beef was reported on the Meredith Victory and it will be carried to the port of payoff for settlement.

Among the Seafarers in the Beantown at present are Morris Norris and W. Sullivan. Norris is anxious to go anywhere. Sully, who just got out of the hospital, is also raring to go. He's a real cook who goes in for fancy baking that always please his shipmates.

At the New London payoff we were surprised to run into Bob Fisher, who was a crew-member. Only a few weeks back Bob got out of the hospital after undergoing a couple of operations. We thought he'd be home recuperating. Instead, Bob headed direct for New York where he caught a ship.

# NY Expecting Slight Pick-Up

By JOE ALGINA

NEW YORK — Despite the number of ships which came into this port during the past two weeks, shipping has been anything but good. Sign-ons did not equal the payoffs, most of which were on nearby foreign articles.

Getting down to the payoffs: Cornelia, Elizabeth, Evelyn, Kathryn, Beatrice, Suzanne, Puerto Rico, Bull; Seatrains Texas, New York and Havana; Meredith Victory, Steel Traveller, Allegheny Victory, Isthmian; Bull Run, The Cabins, Mathiasen; Gateway City, Azalea City, Chickasaw, Waterman; Trinity, Carras; Cape Mochican, Mar Ancha; Sweetwater, Sea Trade; Taddei, Ship Enterprise; Southstar, Swan, South Atlantic; Colabee, American Hawaiian; Gadsden, American Eastern; Mankato Victory, Victory Carriers and Massmar, Calmar.

All of the ships on nearby foreign articles went out again. These included all Bull Line payoffs, the Colabee and Seatrains New York, Havana and Texas. None took very many replacements.

In addition, those going out were the Southstar, Yorkmar, and Robin Goodfellow, which were signed on during the period.

While we don't expect shipping to pick up to any satisfactory degree for a few weeks, at least, we do expect it to be better during the period immediately ahead.

New York's schedule shows that a number of ships coming in for payoffs are due to sign on again. Added to these should be several of the ships that paid off during the past two weeks but which haven't as yet called for crews to sign on.

# Steel And Coal Strikes Affect Mobile

By CAL TANNER

MOBILE—The drop in shipping, which has been made more acute by the coal and steel strikes, is being felt in Mobile, with the past two weeks being especially quiet.

Ships paying off for the period were the Alcoa Clipper and Corsair, and the following Waterman ships: Monarch of the Sea, Morning Light, Antinous, Wacosta, Wild Ranger.

The sign-ons for the two week-period were the Clipper, Corsair, Monarch of the Sea, Antinous, Lafayette, Morning Light and Wild Ranger.

Three ships called in-transit. They were the Chickasaw, Bessemer Victory and Canton Victory, all of Waterman.

## ALL OKAY

All payoffs and sign-ons were smooth, with only a few minor beefs, on any of the ships. All were settled to the complete satisfaction of the crews concerned.

Some of the members now on the beach in Mobile include Curly Moyd, Jughead Parker, Tom Gould, Francis Brozak, J. L. Webb, Clarence Morse, H. Carmichael, J. Austin, B. P. McNulty and O. Brooks.

In addition, some of our members are in the Mobile Marine Hospital. Among them are J. Curtis, L. Howard, J. Stewart, D. Miller, and D. Carroll.

Installation of the air-conditioning unit for the Mobile Hall is expected to start in the very near future and should take about three weeks to complete.

In fact, in another three weeks, the Hall will be completely ready as the alterations are now in the final stages. It certainly shows signs of being able to provide the maximum of comfort for Seafarers.

# Minutes Of A&G Branch Meetings In Brief

**BOSTON**—Chairman, T. Fleming, 30821; Recording Secretary, M. Norris, 5725; Reading Clerk, E. Lawson, 894.

Minutes of other Branch meetings read and accepted, except for motion to non-concur with San Francisco New Business. Agent made his shipping report. Four members were excused from meeting after membership accepted their reasons for being unable to attend. Motion carried to accept Credential Committee's report on candidates for Union



elections. Headquarters' and Secretary-Treasurer's reports read and approved. Motion carried to grant W. Sullivan, Book No. 20549, a 30-day shipping card. Meeting adjourned at 8 PM, with 151 members present.

**GALVESTON**—Chairman, Keith Alsop, 7311; Recording Secretary, R. Wilburn, 37739; Reading Clerk, J. Ranieri, 50272.

Motion carried to approve action of membership at special meeting in Galveston re: Credential Committee's report on candidates for forthcoming Union elections. Minutes of other Branch meetings accepted as read. Reading of Credential Committee's report on eligible candidates for election; motion carried to accept report. Agent discussed shipping in this port. Secretary-Treasurer's financial report and Headquarters' report to the membership read and approved. Motion carried that Delegates on Seatrain ships check their departments before sailing and notify the Hall if replacements are needed. Motion carried calling for anyone with one year of continuous employment on any one vessel to get off and take his vacation. Meeting adjourned at 7:40 PM.

**SAVANNAH**—Chairman, Jim Drawdy, 28523; Recording Secretary, E. L. Baker, 30907; Reading Clerk, 25806.

Secretary-Treasurer's financial report and Headquarters' report to the membership read and approved. Agent reported that a couple of ships had paid off and signed on during the past two



weeks, and that three in-transit ships visited the port. Minutes of other Branch meetings read and accepted. Motion by Brother Searcy carried recommending that Headquarters send circular letter to all SIU-contracted ships calling at Charleston and Jacksonville informing delegates to immediately notify Savannah Hall of any job vacancies aboard. Motion pointed out that failure to follow this procedure had resulted in several jobs being taken as pierhead jumps, jeopardizing democratic rotary shipping system of Union. Motion carried to accept report of Credentials

## A&G Shipping From Oct. 12 To Oct. 26

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	19	13	12	44	8	8	4	20
New York.....	123	81	77	281	102	82	67	251
Philadelphia.....	37	26	24	87	32	19	17	68
Baltimore.....	116	99	76	291	32	37	40	109
Norfolk.....	41	35	21	97	4	3	9	16
Savannah.....	11	10	17	38	8	9	0	17
Tampa.....	18	17	12	47	6	9	11	26
Mobile.....	54	47	36	137	36	34	39	109
New Orleans.....	62	57	109	228	83	77	122	282
Galveston.....	64	46	29	139	5	8	6	19
West Coast.....	15	16	8	39	12	14	4	30
GRAND TOTAL.....	560	447	431	1,438	328	300	319	947

Committee on candidates in coming election. Meeting adjourned at 7:45 PM.

**BALTIMORE**—Chairman, William Reniz, 26445; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, Al Stansbury, 4683.

Oath of Obligation administered to Arthur Chason, Frank Clawson, Chang Jar, Al Demery, O. A. Nickle. Other Branch minutes read and approved, except for that part of San Francisco new business dealing with extension of shipping cards, in which membership non-concurred. Communications requesting permission to be excused from meeting were referred to Dispatcher. Port Agent's report approved. Motions carried: To instruct Agent to purchase television set for use in the Hall. After much discussion, motion carried to allow bookmen and permitmen laid off from Ore ships as result of steel strike to return to their jobs when strike ends. Motion carried that a com-



mittee and Port Agent work out plan to raise funds for a Thanksgiving Dinner for membership in this port. Meeting adjourned at 8:15 PM with 453 members present.

**NEW ORLEANS**—Chairman, J. P. Shuler, 94; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, Bill Frederick, 94.

Previous meeting's minutes read and accepted. Motion carried to accept report of Credentials Committee on nominations for Union office. Port Agent reported that shipping was fair during past two weeks, with number of men shipping exceeding those registering. Since last meeting, there were seven payoffs, eight sign-ons and approximately 25 ships in-transit coming into port. He revealed that eight payoffs are scheduled thus far for the coming two weeks. He added that the steel and coal strikes have begun to affect this port, with our affiliate, the Marine Allied Workers, feeling the brunt. Coyle Tugboat Company will begin today to tie-up its entire fleet due to the lack of steel and coal movements. Eight men took the Union Oath of Obligation. Motion carried to instruct Secretary-Treasurer to in-

vestigate feasibility of working out a credit plan for SIU membership. Meeting adjourned at 8:30 PM, with 285 members in attendance.

**SAN FRANCISCO**—Chairman, Jeff Morrison, 34213; Recording Secretary, P. M. Robertson, 30148; Reading Clerk, J. Farquhar.

Minutes of previous meetings in all Branches read and approved. Agent reported that coming two weeks look better for shipping than period just



past. Several ships were in port, but they were in-transit callers. He said that the shipping situation looks a bit better in Seattle, too, and added that there were some job possibilities up there. Headquarters' and Secretary-Treasurer's reports to the membership read and approved. Motions carried to concur in reports of Headquarters reinstatement committee and Credentials Committee. Several members were excused from meeting. Under Good and Welfare several members expressed the opinion that the Union should purchase Halls in all ports where they are presently rented, as soon as possible. If necessary to accomplish this, an assessment was recommended. It was pointed out that there should be a better building in Galveston, and in New York especially. Meeting adjourned at 8:20 PM, with 26 bookmen present.

**PHILADELPHIA**—Chairman, C. L. Cousins, 38685; Recording Secretary, James Sheehan, 306; Reading Clerk, William Glick, 48741.

Minutes of previous Branch meetings accepted as read. Reading of minutes of special meeting of Oct. 19, in which membership voted to accept report of Credentials Committee on nominations of candidates for Union office. Secretary-Treasurer's financial report read and accepted. Charges were read and referred to Trial Committee. Excuses were referred to Dispatcher. Port Agent reported that all beefs aboard ships coming into port were settled to crew's satisfaction. Men were urged to live up to Shipping Rules by being ready to turn to four hours after being shipped. Members were reminded that elections be-

gin on Nov. 1. Meeting adjourned at 8 PM, with 250 members present.

**MOBILE**—Chairman, Louis Neira, 26993; Recording Secretary, E. D. Moyd, 10829; Reading Clerk, Harold Fischer, 59.

Motion carried to concur in report of Credentials Committee regarding election of officials for 1950. Minutes of other ports read and approved. Port Agent stated that during next two weeks only ships on coastwise and Puerto Rican runs were due to hit port. He also said that building renovations are nearly completed. Membership was reminded of the importance of registering as qualified voters for city, county and state elections. Agent announced that on orders from Executive Board of the International that he had gone into Mississippi this week to help in organizing and voting of 8,000 fishermen who are trying to come into the International. He concluded his report by announcing that he was going to meet



with Organizing Director Lindsey Williams and New Orleans Agent Sheppard at Louisiana State Federation of Labor convention to discuss problems of organization. Secretary-Treasurer's financial report read and approved. Under Good and Welfare, Brother Neira discussed need of organized labor activity in political field. Meeting adjourned at 7:45 PM, with 253 members present.

**NEW YORK**—Chairman, L. J. Williams, 21550; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Eddie Mooney, 46671.

Minutes of previous Branch meetings in all ports read and approved. Motion carried to non-concur with that part of Baltimore New Business stressing need for new Hall in Baltimore. Under discussion, members pointed out that Halls are purchased in areas where the needs of the membership are the greatest. It was emphasized that there is no objection to Baltimore getting a new Hall, but that the membership is on record, as a result of unanimous action in all Branches, to purchase the next Hall in the Port of New York, where the need is the greatest. As ex-

amples of this need, it was recalled that New York is the only port where the membership meetings have to be held in an outside auditorium, while the rest of the Branches meet in their own buildings. Also that rent now being paid by Union in New York is between \$700 and \$800 a month, as compared to the little more than \$100 monthly rental paid by the Baltimore Branch. Charges read and accepted, with recommenda-



tion that they be turned over to an elected trial committee for hearings. Secretary-Treasurer's financial report accepted as read. In Headquarters' report, Secretary-Treasurer reported that despite unfavorable shipping situation, condition of the Union is sound. He pointed out that as result of intense efforts of the organizing department, jobs have steadily been added and have acted to offset those lost as result of lay-ups. Many of the newly-contracted companies start out on a small scale, but if operations prove successful they acquire more ships and provide increased job opportunities for the membership. For this reason, he stressed the necessity of crewmembers aboard these vessels to man them in ship-shape fashion. Any fouling up aboard these ships constitutes harm to the rest of the membership. The Secretary-Treasurer warned men who will not carry out the letter of the Union agreement to stay off these ships so that the serious-minded, conscientious members may take the jobs and demonstrate that the SIU can supply first-class crews. The Director of Organization also took the floor to support this view. Several members took the Union Oath of Obligation. Meeting adjourned at 8:15 PM.

**NORFOLK**—Chairman, Ben Rees, 95; Recording Secretary, J. A. Bullock, 4747; Reading Clerk, G. Lawson, 35980.

Motion carried to accept action of Norfolk special meeting on Oct. 19, concurring in Credentials Committee's report on candidates for A&G offices. Minutes of Branch meetings accepted as read. Headquarters' report to the membership read and approved. Agent discussed shipping, which has been hit hard by the coal and steel strikes. Motion by



R. Miller carried to instruct Agent to inquire as to the eligibility and status of D. E. (Casey) Jones for a place on this year's ballot. Meeting acted on requests to be excused from meeting—five members excused, two were not. Under Good and Welfare, there was discussion on the payoff of the SS Taddei and on the forthcoming elections for officials to serve in 1950. Meeting adjourned at 8:20 PM, with 92 members present.

# SEATTLE: STUDY IN UNION - BUSTING

By PAUL HALL and MORRIS WEISBERGER,  
Vice Presidents, SIUNA

Out in Seattle, Washington, a miniature civil war is being fought.

On one side is the Sailors Union of the Pacific.

On the other side is the strangest collection of anti-labor forces that ever slept in one political bed. These characters, who are suing the Union and publishing a slanderous, lying anti-Union sheet called "The Defender," are banded together in temporary alliance to do one basic job — to so disrupt the SUP that they can step in and take over.

The group is fronted by John Mahoney, who was expelled from the SUP after a long series of anti-Union acts.

It is spearheaded by the Trotskyites (Socialist Workers Party) who make no bones that their only reason for trade union activity is to "undermine" the existing trade unions.

It is composed of would-be "labor leaders," gashounds, apple polishers, and some local boys who want "Seattle jobs (the Alaska ships) for Seattle boys."

It is backed by two captains of the Seattle city police force, brothers of John Mahoney, who intimidate the SUP membership by warning anti-Mahoney, pro-SUP members to "get out of town or else—" and by sending police squad cars to park before the Seattle SUP Hall on meeting nights.

This group is being aided by dual and hostile Unions—the commie-controlled Marine Cooks and Stewards, Bridges' Longshoremen and the Marine Firemen, Oilers and Watertenders — who



see an opportunity, if the SUP is destroyed, to pick up jobs which, because lack of program, penny-pinching and sheer inefficiency, they are unable to get through their own organizing efforts.

We intend, later on in this article, to take these characters apart and see what makes them tick. But first we'd like to give a brief history of the Seattle beef, so that you will be better able to understand the nature of these characters who are out to disrupt and smash the most militant Union on the West Coast—the SUP.

The Seattle beef had its beginning during the time the Seafarers International Union (and its component parts, the SUP, A&G, etc.) was putting its entire organizational efforts into beating back the commie Canadian Seamen's Union, when that outfit called a phony strike against ships contracted to the Canadian District of the SIU.

If you remember, the commies got no place in Canada, because all legitimate Unions backed the SIU. Therefore the comrades turned their attention to the various foreign countries where, due to the distances involved, they were able for a while to get away with their lies and phony propaganda, and tie up a few SIU contracted Canadian ships. The SIU then was forced to fight the comrades' goon squads in Canada and this country. The SIU fought the commie propaganda in practically all maritime countries throughout the world.

Remember, this Canada beef was an important beef for the commies, for it meant, if the SIU won, the commies would be wiped out as a force in Canadian maritime. At this time, it was important that all sections of the International, that every member in every District of the International do what he could to repel the

Some of you may have heard or read of the beef that the Sailors Union is having out in Seattle with a bunch of union wreckers. Up to now, the SEAFARERS LOG has not mentioned the case because, first, it was strictly an internal SUP affair; and, second, the expulsion of a disruptor and union-wrecker is not particularly newsworthy, as every union has a right to protect itself from its internal enemies. Now, however, the situation has changed. Two new elements have pushed themselves into the beef: the Trotskyites (the Socialist Workers Party) who hope to capture control of the SUP, and several dual and hostile unions, old enemies of the Sailors Union, who want to smash the SUP. Because of this, the Seattle beef is now properly the concern of the entire International, not only of the SUP. Therefore, because of this reason, the LOG

CSU and drive the commies from the waterfront. It is important to remember, too, that the decision to help the SIU Canadian District was voted unanimously by the International's convention in Baltimore, March 28-April 2, and concurred in subsequently by all ports of all Districts including Seattle and printed in both the SEAFARERS LOG and the WEST COAST SAILORS (official publications of the A&G and SUP).

Furthermore, after this we were instructed by SIU President Lundberg to go to Halifax to protect the interests of the International in the Canadian Field. After an investigation, when we had seen at first hand the goon tactics of the commies, we sent the following report to all Branches of the A&G District and the SUP:

The following wire was read to the membership:

The Marine Cooks and Stewards (MCS) the commie front union in the U.S. in an attempt to protect the interests of the kremlin has taken the position against the Seafarers International Union of North America in their present struggle against the communist party in Canada and it was learned today that the American representative of the MCS in New York advised all Canadian Seamen's Union in Canada to assault any representative of the SIUNA or any of their affiliates whom it may encounter in American ports. The MCS further advised the Canadian Seamen's Union in Halifax to terrorize any and all seafarers in that port as a method of driving the anti-communist seafarers out of Canada. This is in keeping with the direct order from the communist international to all of its front organizations such as the MCS surrender all possible support to the communist party in Canada in their life and death struggle with the SIU. Through the efforts of the communist party in Halifax several members of the SIU have been severely beaten and six SIU men are now in jail in Halifax on trumped up charges brought about by lying commies in this area. Although the SIU is now in a fight-to-the-end struggle to beat the commies in Canada, we shall be successful in doing so. Once this defeat of the communist party has been accomplished here in Canada the MCS will then have full opportunity to answer to the Seafarers for their finky Stalinist stab in the back to our Union. The Seafarers are now establishing permanent offices in Halifax and are in Canada to stay. We advise all Seafarers in all American ports to be guided by this message.

Signed, MORRIS WEISBERGER,  
PAUL HALL,  
Vice Presidents, SIUNA

This report was concurred in by all Branches of both Districts, including Seattle.

It was at this crucial time that John Mahoney, who had a long record of disruption in the SUP (as will be brought out later), rose at the May

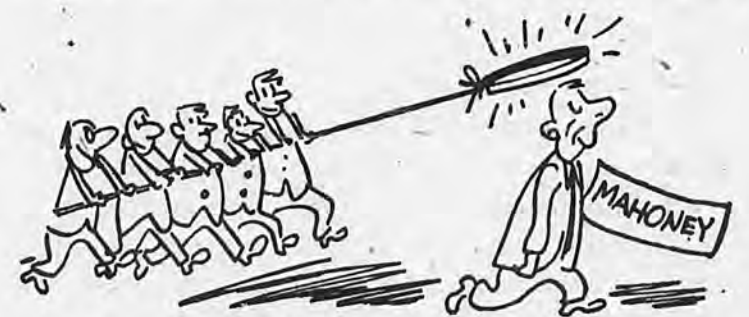
23 meeting in Seattle on a point of information, "wanting to know who gave the piccards the authority to engage in strikebreaking activities, and how come the membership of the organization were not kept advised of this." This was 12 days after Seattle had concurred in our report on the Canadian situation! At the June 6 Seattle meeting, Mahoney repeated this statement before the membership.

On June 26, after Mahoney refused to appear before an investigating committee to prove his charges as requested by the Wilmington, New York and Headquarters meetings, seven members at a San Francisco Headquarters meeting filed charges against Mahoney because of "scurrilous and defamatory remarks" which violated: 1) the Oath of Obligation; 2) Article III, Section 4 of the Constitution; 3) Article V, Section 1 of the Constitution. In accordance with the Constitutional provisions, Mahoney was requested to appear on July 5 before a Headquarters trial committee because of the seriousness of the charges.

A special meeting was called in Seattle, on July 1, dominated by the Mahoney-Trotskyite gang, which requested SUP Headquarters to postpone the trial, as Mahoney was "unable" to be in San Francisco on the date set. This request was granted, and Mahoney was notified to appear on July 12. This gave Mahoney 16 days in which to prepare for the trial, instead of 5 as provided by the Constitution.

This same Seattle special meeting demanded that the trial be transferred to Seattle, and asked the official Seattle minutes of May 23 and June 6 which recorded Mahoney's anti-union remarks—and which had been accepted by the Seattle Branch, with Mahoney as chairman on June 13 meeting — be changed. Both of these requests were in violation of the laws of the SUP.

Then, evidently afraid to let the case go to a fair and open trial, Mahoney and his gang tried another unconstitutional trick. At the July



5 meeting in Seattle, which was again under the control of the Mahoney-Trotskyite gang, the meeting voted itself as a "committee of the whole" for the purpose of white-washing Mahoney. This was a violation of the Constitution, because the July 26 Headquarters meeting elected a trial committee to try Mahoney at the place where the men who preferred the charges were to be found.

This Trotskyite-rigged Seattle meeting (al-

though warned by the Seattle SUP Agent that the action was unconstitutional) completely whitewashed Mahoney. At this meeting, Mahoney declared that he had no intention of going to San Francisco for trial. This in spite of the fact that on July 1, this same Mahoney had asked for an extension of time from Headquarters. This made it pretty evident that request for postponement was merely a maneuver for time, and that Mahoney never had the slightest intention of conforming to the Constitution and membership action and attending the legal trial as set by the membership.

At a subsequent meeting, July 18, the Seattle Branch elected a committee of five to "review" the case, a procedure that is not sanctioned in any way by the SUP Constitution. It was simply a case of finding a way, no matter how illegal, to cover up their previous illegal action in whitewashing Mahoney. Frank Lovell, the chief Trotskyite hack, managed to capture the chairman's job of the committee.

Meanwhile, the legal SUP trial committee met in San Francisco from July 12 to July 14, taking testimony from various witnesses. Each day the trial committee called out for Mahoney or for any witnesses he may have sent in his behalf, but none appeared. On July 18, the committee's report and recommendations were read to the membership at Headquarters for action. After reviewing the facts in the case, the committee pointed out that the SUP as an organization unanimously went on record in New York, Wilmington, San Francisco, Portland and Seattle, on April 18, 1949 to "give the Canadian District of the SIU 100 percent support" in its fight against the communist-dominated CSU.

"...There can be no question in anyone's mind" the committee's report went on to say, "that the membership of the SUP had not established a policy on this subject, and we further find that all the legitimate trade unions, such as the AFL Executive Board, which in its meeting at Cleveland, Ohio, backed up the Canadian District, SIU, also the AFL Teamsters, Boilermakers, Brotherhood of Railway Clerks, Longshoremen, International Transportworkers Federation, and all legitimate AFL unions in Canada...on the other hand the only ones supporting the communist-controlled CSU was the National MC&S (CIO); the communist party's official organ, the "Daily Worker;" the "Industrial Worker," official organ of the IWW; the "Militant," the official organ of the Socialist Workers Party (Trotskyites), which publications have repeatedly attacked the SUP and its officials and backed up the communist-led CSU of Canada in this beef.

"As a matter of information, the communist-led MC&S have issued bulletins and leaflets attacking the SUP officials in this fight and this organization (the MC&S-CIO) has been branded by the membership of the SUP as dual and hostile to the SUP."

The SUP trial committee's conclusions were as follows:

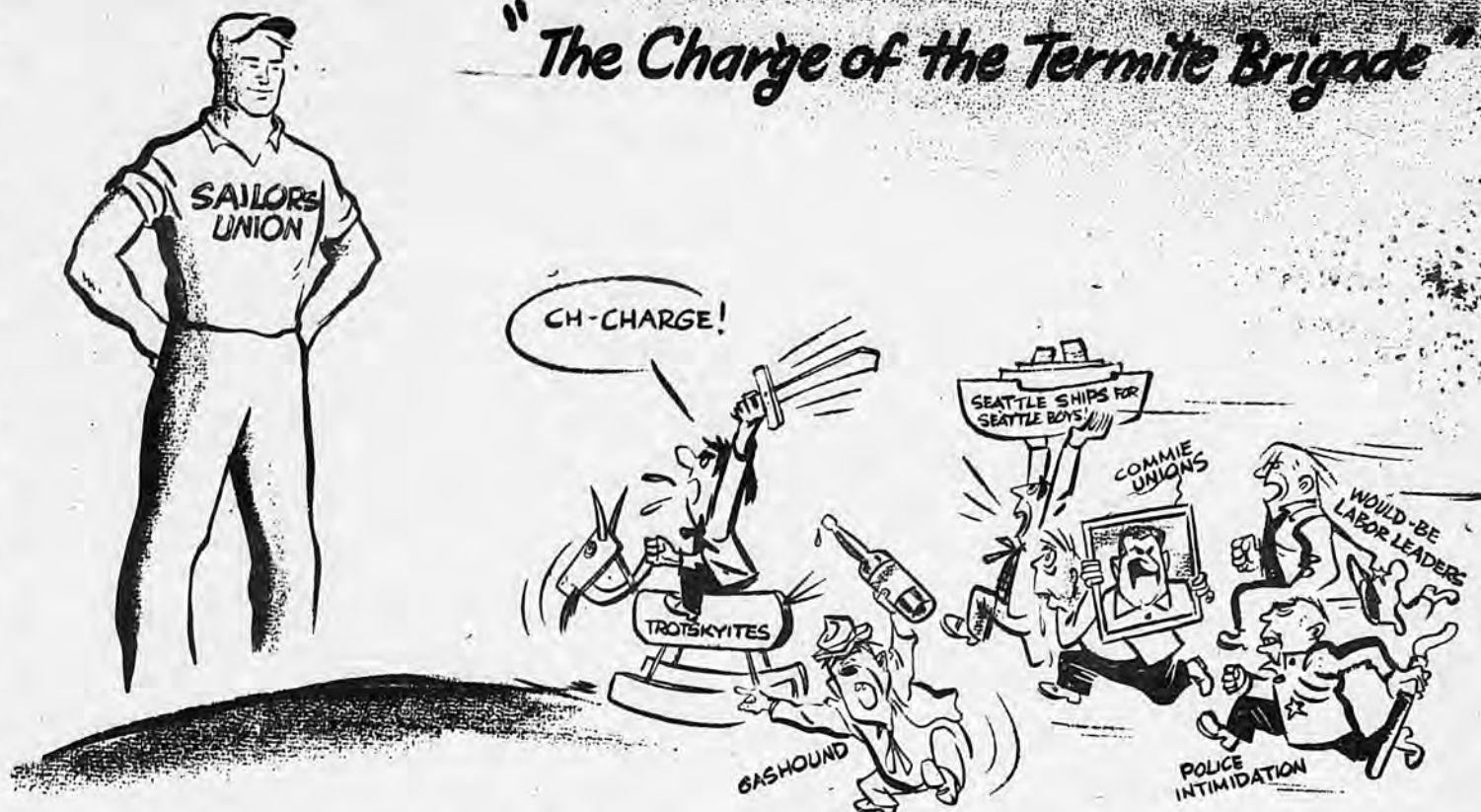
"1. That John Mahoney violated the obligation of the SUP which states:

"I pledge my honor as a man that I will be faithful to this Union and that I will work for its interests and will look upon every member as my Brother."

"2. That John Mahoney violated Article III, Section 4, of the Constitution, as follows:

"Any member who advocates and/or gives aid to the principles or policies of any organization hostile or dual or gives aid or comfort to such shall be denied further membership in this Union."

"While the committee makes no charge that Mahoney is a member of any dual or hostile organization, nevertheless the statements which he made in connection with the Canadian situation are certainly the same statements made and published by the communist party sheets, and the MC&S leaflets and bulletin and their official paper, and as such did give aid and comfort to a dual and hostile organization.



"3. We find John Mahoney guilty of violating Article V, Section 1, as follows:

"It shall be the duty of every member to be true and loyal to the Union and the labor cause and to endeavor to put into practice the principles laid down in the preamble. Members shall treat the officials of the Union while discharging their duties with due respect and consideration and yield strict observance to such rules as the Union may see fit to adopt."

"It is the firm opinion of the committee that it is the duty of the membership of the SUP to protect its duly elected officials in their task of carrying out the policies laid down by the membership, and certainly to term them 'strike-breakers' is a direct reflection on the whole membership because the men who act as the officials of the SUP are elected by the membership every year, through secret ballot, and they carry out the policy of the organization as a whole, and are entitled to due respect and protection from the membership, which HIRES them when they elect them.

"If the membership does not give such protection, the organization will not be able to get able and conscientious men to run for office, and the organization will gradually deteriorate.

"We, therefore, recommend that John Mahoney be denied further membership in the SUP."

Put to a standing vote of the membership at Headquarters, the committee's report was carried by a vote of 313 to 1. The report was later concurred in by the Wilmington, New York, Honolulu and Coos Bay Branches of the SUP.

At the July 25 meeting in Seattle, Agent Dombroff declared that the meeting would be unconstitutional, unless Mahoney left the meeting hall. This Mahoney refused to do, and the meeting proceeded under the domination of the Mahoney-Trotskyite group. A motion to adjourn the meeting because of Mahoney's presence was



lost by a vote of 63 for to 77 against adjournment. Approximately 40 members present did not vote. In connection with this, it is interesting to note that about 8 police squad cars were parked outside of the meeting, headed by Mahoney's brother, a police captain. How many of these forty sailors who did not vote were residents of Seattle and were reluctant to publically announce their opposition to Mahoney, who was in a position to finger them to the cops—especially in view of the fact that it is always

open season on seamen as far as the police in the Port of Seattle are concerned.

It was obvious even to a first tripper that the cops were there to back Mahoney, and to see to it that the meeting did not bar him.

During all the time of this beef, the Mahoney-Trotskyite gang have not been able to get support outside of Seattle, where, with their goon squads and the Seattle police force they were able to intimidate the membership. True, the Portland Branch did support these buzzards for the first few meetings, primarily because the Mahoney-Trotskyites sent their men in there to pack the meetings and to distort the issues. The most noted disruptor who invaded the Portland meetings was none other than Seattle's Dick Christian, a disgruntled, would be "labor leader" who is up on charges for carrying on his disruptive role in the SUP.

However, it didn't take long for the membership in Portland to see through these phonies, and the Portland membership has consistently opposed the Mahoney-Trotskyite gang ever since.

The "Seattle Committee" elected at the previous meeting to "investigate" the whole affair then reported, and in a lengthy document (19 legal size sheets), typical in words and expression due to Lovell's influences to a Trotskyite manifesto, not only completely exonerated Mahoney, but found the majority of the membership who filed the charges and voted Mahoney out of the SUP and the elected officials "guilty" of crimes against the membership. That is, they found the overwhelming majority of the members guilty of crimes against themselves, while only Mahoney and his Trotskyite, and gashound cohorts were innocent.

Leon Trotsky, or for that matter Joe Stalin himself, could not have done a better job of misrepresentation and distortion of facts than Lovell and his "committee" did.

From this time on, the Mahoney-Trotskyite-gashound Brigade really went to town. They started to throw their weight around, and openly intimidated the membership.

The August 1 meeting was run by strong arm methods. Pro-SUP members at this meeting were told to sit down and shut up—or else. As a clincher, the motorized division of their outfit—Captain Mahoney of the police force and his squad cars—was again parked outside of the meeting, ready to clean out the loyal SUP men.

The Seattle officials again notified the membership that the meeting was unconstitutional, inasmuch as Mahoney was present. But the Mahoney-Trotskyite gang, thanks to the presence of the police cars, was firmly in the saddle and they proceeded to go on with the illegal meeting.

On August 8, the Seattle SUP Agent posted a notice on the bulletin board, stating that no further meetings would be held in Seattle, until

the provision of the Constitution, that no one but SUP members in good standing be at the meeting, was lived up to. This was done under the instruction of the membership at the August 1 Headquarters meeting, by a supreme quorum, the highest authority of the union, and also concurred in by the majority of the Branches of the SUP.

Despite the definite instructions of the supreme quorum, the Mahoney-Trotskyite union wreckers proceeded to hold a rump meeting that night. Under the chairmanship of Frank Lovell, the local Trotskyite fuhrer who was and is directing this revolt against the SUP, the wreckers adopted two resolutions.

One set up an "Emergency Committee to acquaint the entire membership of the Sailors Union with the unconstitutional and undemocratic action of the officials of our union and to take all steps possible to see that our Constitution is lived up to."

The other instructed the "Committee" to issue a publication to pass on their lies and distortions to the membership.

These two resolutions definitely set up unconstitutional and dual bodies, inasmuch as these groups are in direct conflict with constitutional provisions. The first is illegal because, even if the Mahoney-Trotskyite disruptors were right, they had not exhausted the constitutional provisions that govern appeals from expulsions. Instead of conforming to the Constitution, they were ignoring the votes of the membership and setting up a committee to fight the members' wishes.

In the second, they were authorizing a paper which, since it was purporting to be the voice of the Seattle Branch of the SUP, was dual to the "West Coast Sailors," the only Union newspaper authorized by the SUP Constitution.

The paper, "The Defender," hit the streets the very next day. Since the writing, typesetting, and printing of a four-page paper is a job that requires much more than one day, it is obvious that these characters had moved in accordance with a carefully plotted timetable, and had the whole thing set up and printed in advance, without even waiting for their own "official" approval.

"The Defender" proved to be a typical Trotskyite-commie sheet. It used every trick that these unscrupulous would-be "revolutionaries"



had ever used before—outright lies and distortions, half-truths, innuendoes, character assassination—in an effort to blast the Union and the elected officials.

It was "The Defender"—of which four issues have so far appeared—that turned the tide against the Mahoney-Trotskyite disruptors. Instead of pleading Mahoney's case, and trying to show that he was "illegally" expelled, the sheet was devoted to an all-out battle against the SUP.

In its pages, the Union and its elected officials were accused of every crime in the books. With each issue, the support that Mahoney and the Trotskyites had gotten from an uninformed membership—men who had just gotten off ships and had only heard the Mahoney-Trotskyite distortions—began to dwindle, as the members were able to see the job that these characters were out to do.

Attendance at the Seattle rump meetings began to fall off. For example, there were about 250 in attendance on the meeting of August 8, and only 70 at the August 16 meeting, although later meetings did pick up somewhat. But when they did it was not to the benefit of the disruptors, as more and more, the membership was

learning the score and becoming resentful of the Trotskyite tactics against the Sailors Union.

More and more of the membership was turning against them and at the October 17 meeting in Seattle, Frank Lovell, the Trotskyite waterfront section "leader" and the brains of the anti-SUP campaign, was defeated for election for chairman by a rank and file SUP member. This is the first time that this had happened since Mahoney, Lovell, and the Trotskyites had come out into the open.

But to return: the "emergency committee," having issued a dual, slanderous anti-union paper, then took the next logical step in its anti-SUP campaign. At their August 22 rump meeting, they decided to sue the Union, and hired a Seattle legal beagle to sue the SUP on two counts: 1) To force the SUP to reinstate Mahoney; 2) to force SUP to pay Mahoney \$450 per month from time he was expelled.

In the meantime, the Trotskyites were beginning to tip off more of their hand. They opened one of their hole cards, when Lovell began telling the members that it might be necessary for the "Emergency Committee" to affiliate the Seattle Branch of the SUP with Bridges' Longshoremen, the Marine Cooks and Stewards or the Marine Firemen and form an Alaska Sailors Union. (Interestingly enough, the MFOW, at their August 25 meeting voted to form a three-department organization.)

The Trotskyite strategy was becoming clear: to split away what they could from the SUP and start an organization which they could dominate. But at the same time, they were alienating those uninformed members who because of the one-sided story they got, honestly thought that Mahoney may have been unjustly treated and that he was a bona fide "labor martyr."

At this point things began to move more quickly. Although the Emergency Committee still continued to publish their scabby sheet, "The Defender," they could see the handwriting on the wall. Mahoney, whose record stamps him as a guy who is strictly out for power, saw himself being outmaneuvered by the Trotskyites, who controlled a majority of the Emergency Committee. Seeing himself being used as a pawn, and his support dwindling, Mahoney sued for peace and petitioned Headquarters for a new trial, offering to come to Headquarters for that purpose—which he refused to do at the time he was first charged.

His letter was read to the September 12 Headquarters meeting and rejected by a vote of 580 to 3. The following week, the other Branches also rejected the appeal by the following votes:

New York: 143 to none in favor.

Wilmington: 132 to 2.

Portland: 98 to 11.

The total votes, in Headquarters and Branches, showed that 953 were against giving Mahoney a new trial, while only 16 were in favor.

This should give a definite picture of what the SUP membership, who were freely propagandized by Mahoney and the Trotskyites, think of the latter's disruption and splitting tactics.

As matters stand now, the swing in Seattle is more and more against the Mahoney-Trotskyite gang. The membership, having had a chance to see how those birds operate, and for what purpose, and coming in possession of the true facts, have rallied to back the SUP against the disruption of these political hacks and their stooges.

At this writing, the suit against the SUP has not been dropped, and the Emergency Committee is still putting out their scab sheet, "The Defender."

On the other side, the SUP has pushed its fight against the political hacks who are trying to take over the SUP a-la-commie-Trotskyite style. The Headquarters meeting of September 26 took two steps against them. One instructed the Secretary of the Sailors Union to prefer charges against the Emergency Committee and the publishers of "The Defender" unless they ceased their anti-Union activity.

The other classed the Socialist Workers Party

(the Trotskyites) with the communist party as dual and hostile to the Sailors Union, and declared that charges would be placed against members of these "degenerated political arms of the Soviet Union" if they continue their disruption. Both of these were concurred in by the membership in the ports of New York, Wilmington, and Portland.

Under these resolutions, the leading Trotskyites and disruptors have been brought up on charges for 1) violation of the Obligation; 2) not being true and loyal to the Union, and following the rules adopted by the membership; 3) refusing to abide by Section 1 of Article 17 of the Constitution, which states: "All Branches shall be under the immediate jurisdiction of Headquarters, and no rule adopted or any action taken by any Branch shall be considered valid or binding upon the membership or upon the Union until endorsed by the meeting at Headquarters."

The Trotskyites and disruptors on charges are: Sam Bayspoole, Aubrey H. Fairchild, Richard Christian, Eugene Paff, and Frank Lovell.

(Editor's Note: As the LOG goes to press, we are informed that the trial committee found



these disruptors guilty, and that their report was concurred in by the Headquarters meeting of October 31.)

This is a brief history of the beef up to now. All indications are that the SUP membership will get rid of these cancerous characters and will be stronger than ever for doing so.

Meanwhile, let us see just who and what these characters are. What has Mahoney's record in the SUP been up to now? Just who and what are the Trotskyites, and what is their role in the trade union movement? Let us lift the rock under which they have been hiding. It will be very revealing.

## Mahoney's Record Of Disruption In SUP

John Mahoney's record in the Sailors Union is a long and dishonorable one. The minutes of the Seattle Branch overflow with instances of disruption, disobedience of membership decisions, wilful sabotage of the SUP, and a disgraceful exhibition of office-grabbing after having been defeated by a referendum vote of all Branches.

Let's go through the record, and see what have been Mahoney's past actions in the Sailors Union:

Mahoney ran for Patrolman in 1946 and was defeated by the membership in coastwise secret referendum ballot. When results were announced, Mahoney and his Seattle cohorts rigged a job for him as "special" Patrolman in Seattle, which he took over on March 4, 1946, despite the membership's disapproval.

Shortly after the disruptive group put Mahoney in as Patrolman, an independent deal was rigged in the Port of Seattle to tie up all Alaska Steamship Co. vessels. This irresponsible stunt jeopardized the Union and the security of the membership by laying them open to lawsuits by the company. The Seattle disruptors refused to follow out the Constitution or to consider the membership's welfare, and disregarded Headquarters' order to settle the beef through regular channels provided for by the agreement. When Headquarters dispatched the Assistant Secretary-Treasurer to the Seattle Branch, he was met by process servers.



On May 20, 1946, Mahoney and the Seattle Trotskyites, in a grandstand maneuver went on record to demand overtime for all work done by coolies in the Orient and to insert a rider in the Articles to that effect—which was already established SUP policy. It was also a Union rule that no member had a right to hire a coolie to do his work in the Orient. Despite his "militant" pose, Mahoney ignored the membership mandate while aboard an American Mail Lines ship this year, by taking up collections from the crew to pay coolies for doing sailors' work while in the Orient.

In December, 1946, in the midst of the SUP elections, Mahoney's clique attempted to rig a deal on the Assistant Secretary-Treasurer by proposing a phony resolution demanding his recall. The SUP membership overwhelmingly defeated the resolution.

In 1947 Mahoney again ran for Patrolman. Again he was defeated. Brother Laslo was elected off the Deck as Patrolman for Seattle and Headquarters ratified his election.

After the 1948 election, the Mahoney clique rigged a deal on Laslo and substituted Mahoney for Laslo, in spite of the fact that Laslo was liked by the membership and was doing a good job. Headquarters and the various Branches refused to concur in making Mahoney a Patrolman. But again the Mahoney-Trotskyite machine ignored the majority rule and the provisions of the SUP Constitution.

April 12, 1948, the Union's Steamschooner Negotiating Committee reviewed the question of wages, and recommended that the membership



vote on the steamschooner agreement. All the Branches voted on the agreement, with the exception of the Mahoney machine-controlled port of Seattle. Mahoney and his clique forced through a motion that the Seattle Branch abstain from voting and that the ballots which had been cast in the meeting be destroyed. Thus the Seattle membership was denied its right to vote

on proposals affecting their livelihood in direct violation of the Constitution.

The SUP instructed Seattle to allow the membership there to vote, but this order was ignored. In the April 26 meeting, Mahoney packed the minutes with lies and distortions on negotiations. Headquarters then went on record to notify Mahoney to appear before the Investigating Committee to explain his actions.

Mahoney ignored the Committee's notification and refused to appear.

On Sept. 27, Mahoney went to bat for an expelled SUP member who was suing the Union. The expelled member, Ben Weinberg, had been found guilty of working with enemies of the SUP. Mahoney and his group moved to non-concur with the Trial Committee's report.

On Sept. 29, at a Seattle special meeting, and on Oct. 4, at a regular meeting, Mahoney and his Trotskyite disrupters—the same group that is now actively fighting the SUP membership—went on record to non-concur with the membership's decision to man the vessels of the Union Oil Company. Refusing to accept the majority ruling, the Mahoney clique refused to handle the company's ships when they arrived in the Port of Seattle.

(The SUP had gone on record in 1935, after losing the tanker strike, to consider the tanker companies—including the Union Oil Company—as unfair to the membership of the SUP until such time as they were brought under contract.)

On Dec. 13, Mahoney made a motion to non-concur with the issuing of probationary books to permitmen who had served as volunteer organizers on the Union Oil Company's ships.

On Dec. 6, Mahoney and his Seattle clique sought to split the Union by taking still another unprecedented step that was absolutely contrary to membership policy. They attempted to segregate members of the Black Gang and Stewards Department, in a ruling that these men sit in separate, specially designated places at the Seattle meetings.

The pattern of disruption and the campaign to wreck the security of SUP membership followed by Mahoney and his group was also evident in the Rolando beef—a beef of vital concern and major importance to the SUP membership. Here again, Mahoney and his men ranged themselves on the side of the Union's outspoken enemies and against the membership of the SUP.

In addition, Mahoney (aided by the Trotsky-

ites) gave aid to the "home port" boys, who's slogan is "Seattle ships for Seattle boys." They acted as though Seattle was an autonomous Branch, instead of being part of the Sailors Union. Indeed, the only time they seemed to consider themselves part of the SUP was when they needed help. The rest of the time the Seattle clique would non-concur with the other Branches and refuse to follow Union policy. Other Unions have had cases of "home ports" and all have discovered that it cannot work. But Mahoney and the Trotskyites—those "leaders of the revolution"—continue to support this policy.

This, then, is John Mahoney as far as the SUP is concerned. One thing the record makes clear: That far from being a "martyr" persecuted be-



cause he believes in trade union democracy, as the Mahoney-Trotskyite gang claims, Mahoney has a long record of going against the decisions of the membership; that, if anything the officials of the Sailors Union have stretched the concepts of Union Democracy to the fullest possible extent, since charges could have been placed against him for any number of previous unconstitutional acts. Indeed, because they didn't, a disservice was done the SUP, as the present disruptive acts of the Mahoney-Trotskyite gang proves.

Once and for all his own record smashes Mahoney's claim that he is a "militant" sailor who is being jobbed by the "reactionary leadership of the Sailors Union."

Instead, Mahoney emerges for what he is: A power-hungry guy who has consistently gone against the membership's decisions; who has placed the SUP in dangerous positions; who has helped dual and hostile organizations attempting to smash the SUP; and who has sabotaged the Sailors Union at all turns.

This is the record of the man who will bring "democracy" to the Sailors Union—the Trotsky-Stalin style. Judge for yourself.

## Trotskyism: Enemy Of Democratic Unions

What are the Trotskyites? What do they stand for? What are they trying to do in the labor movement? Many of us have at one time or another come across some of these characters, and have heard them spout the "party-line" like an evangelist giving out free passports to heaven. You may have read some of their literature, promising you the "better life" if you follow their leadership.

You may even have met some on the picket-line, because Trotskyites make it a point to be very active in whatever Union they happen to be in—as a matter of fact, the party forces them to get jobs in basic industries, to join and be active in the unions—they do this so that they can "stand out" before the membership and, if at all possible, be elected to positions of authority.

In view of the SUP Seattle beef it would be very interesting to examine these Trotskyites a little more closely to see just what they are, and if their union-busting role in Seattle is the exception to their general trade union policies. Let's take a look at the record—at their record, as they themselves wrote it.

First of all, the Trotskyites are a splinter group of the communist party, formed in 1928 when Leon Trotsky and his followers were kicked out of the communist international by Joe Stalin.

Their position then, as it is now, was that Rus-

sia is a "workers' state" and must be defended at all costs. Their beef against Russia is not that it is run by the commies—but rather that it is not run by the **right** commies. They believe that if the present "degenerate bureaucrats" were thrown out and replaced by Trotskyite commies then everything would be okay.

For the first five years of their organization, they were content to snipe at the commies, and they even called themselves "a faction" of the communist party and of the communist international. They used all the tactics they had learned when they were Stalin's buddies to lop off a member here and there from the commies. They made no attempts to get other recruits, because the "masses" (meaning the average working stiff) were "undeveloped, unorganized and uneducated" while the commies were the "vanguard" or so-called "leaders" of the working class.

"Then in the early part of 1933," writes James Cannon, the Trotskyite fuehrer in America (*History of American Trotskyism*, page 104), "we began to intervene more actively in the general labor movement . . . We did not engage in activity merely for the sake of activity . . . We were prepared to enter the mass movement with a clearly defined program and with methods calculated to bring the maximum results to the revolutionary movement . . ."

The "revolutionary movement," of course, was the Socialist Workers Party, the Trotskyite organization. So from the very beginning, when they decided to enter into "mass" work, their purpose was clear—to work in the trade unions as a political organization, for their own interests.

There is no point in going any further in the history of the Trotskyite party. It is enough to show that they were conceived in the communist party, were raised on the same disruptionist tactics and, like the commies, were determined to try to capture the trade union movement for their own political benefits.

What we want to show, through their own official records and words, is what the Trotskyites are, what they are trying to do, and expose them for the menace they are to the free, democratic trade unions.

First, just what kind of organization is the Socialist Workers Party, the Trotskyites? The following quotations from resolutions passed by the party's convention on April 8, 1940, make this very clear.

"The Socialist Workers Party is a revolutionary Marxian party, based on a definite program, whose aim is the organization of the working class in the struggle for power and the transformation of the existing social order. All of its activities, its methods and its internal regime

are subordinated to this aim and are designed to serve it."

\* \* \*

"The struggle for power organized and led by the revolutionary party (that is, the Trotskyites: Ed.) is the most ruthless and irreconcilable in all history. A loosely-knit . . . undisciplined, untrained organization is utterly incapable of accomplishing such world-historical tasks as the proletariat and the revolutionary party are confronted with in the present era . . . From this follows the party's unconditional demand upon all its members for complete discipline in all public activities and actions of the organization."

\* \* \*

"Party membership implies the obligation of one hundred percent loyalty to the organization, the rejection of all agents of other hostile groups in its ranks, and intolerance of divided loyalties in general. Membership in the party necessitates a minimum of activity in the organization, as established by the proper unit, and under the direction of the party; it necessitates the fulfillment of all the tasks which the party assigns to each member. Party membership implies the obligation upon every member to contribute materially to the support of the organization in accordance with his means."

\* \* \*

"The decisions of the national party convention are binding on all party members without exception and they conclude the discussion of all these disputed questions upon which a decision has been taken. Any party member violating the decisions of the convention, or attempting to revive discussion in regard to them without formal authorization of the party, puts himself thereby in opposition to the party and forfeits his right to membership."

In other words, when a man joins the Trotskyites, he has signed himself over completely to the party. He must do those things that the party tells him to do. He cannot question any policy of the party unless the party gives him permission, and there's no chance of that. In addition he must give "materially" to the party—and that means heavy financial support.

Does that give you an idea? Well, here are more quotes from the 1940 Trotskyite convention:

"The Bolshevik party of Lenin is the only party in history which successfully conquered and held state power. The Socialist Workers Party, as a combat organization, which aims at achieving power in this country, models its organization forms and methods after those of the Russian Bolshevik party, adapting them, naturally, to the experience of recent years and to concrete American conditions."

\* \* \*

"To transform the SWP into a proletarian party of action, particularly in the present period of reaction, it is not enough to continue propagandistic activities in the hope that by an automatic process workers will flock to the banners of the party. It is necessary, on the contrary, to make a concerted, determined and systematic effort, consciously directed by the leading committees of the party, to penetrate the workers' movement, establish the roots of the party in the trade unions, the mass labor organizations and in the workers' neighborhoods and recruit worker militants into the ranks of the party."

"To proletarianize the party, the following steps are imperative:

"1. The entire party membership must be directed towards rooting itself in the factories, mills, etc., and towards integrating itself in the unions and workers' mass organizations.

"2. Those members of the party who are not workers shall be assigned to work in labor organizations, in workers' neighborhoods and with the worker-fractions of the party—to assist them and learn from them. All unemployed members must belong to and be active in organizations of the unemployed.

"Those party members who find it impossible after a reasonable period of time to work in a



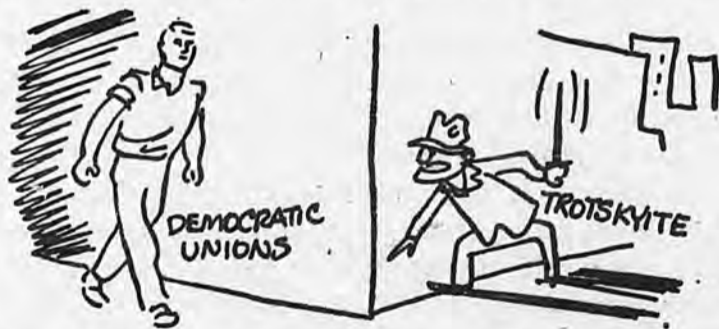
proletarian milieu (that, Brothers, means 'medium or environment:' Ed.) and to attract to the party worker militants shall be transferred from party membership to the ranks of sympathizers. Special organizations of sympathizers may be formed for this purpose." (Special emphasis of this paragraph was given it by the Trotskyites.)

These paragraphs make it clear that the Trotskyites, no matter what they say about the dictatorship of Stalin over the communist parties all over the world, are themselves organized in the same way, and exercise the same iron-hand control over the membership as the Stalinist commies do.

They also make it very clear that their first target is the free, democratic trade unions of this country to take control of them for the Trotskyites' political advantage.

But perhaps more proof is needed. Have a look at something that Leon Trotsky himself wrote about their attitude toward trade unions. In a pamphlet called "Their Morals And Ours," on pages 32-33, Trotsky has this to say:

"In 1935, through a letter to my Belgian friends, I developed the conception that the attempt of a young revolutionary party to organize 'its own' trade unions is equivalent to suicide. It is necessary to find the workers where they are. But this means paying dues in order to sustain an opportunist apparatus? 'Of course,' I replied, 'for the right to undermine the reformists it is necessary temporarily to pay them a contribution.' But the reformists will not permit us to undermine them? 'True,' I answered,



"undermining demands conspirative measures. Reformists are the political police of the bourgeoisie within the working class. We must act without their permission, and against their interdiction . . ."

That's pretty clear, isn't it? Comrade Trotsky doesn't mince any words, or hide behind the fancy double-talk phrases that those long haired boys like to use. They're out to "undermine the reformists" (a "reformist" is any trade union official or rank and file leader who isn't a Trotskyite; unless he's a commie, and then he's a "Stalinist betrayer"), and "undermining demands conspirative measures," because the damned reformists won't permit themselves to be undermined.

In the face of this statement, it's impossible to put any sort of belief in any Trotskyite statements when they talk of fighting for democ-

racy in trade unions, when they talk of fighting for the protection and advancement of the workingman. By their own words (which the ordinary working stiff seldom sees, because they are generally written for the long hairs and are full of specialized "Marxist" phrases) their aim is to capture control of the labor movement for political purposes, and by using every conniving trick in the books.

In the book mentioned above, on page 30, Trotsky, with an approving comment, quotes Lenin, the founding father of both communism and Trotskyism, as saying:

"It is necessary to be able . . . to resort to all sorts of devices, maneuvers, and illegal methods, to evasion and subterfuge, in order to penetrate into the trade unions, to remain in them, and to carry on communist work in them at all costs."

In carrying out their "conspirative measures" and "maneuvers and illegal methods," they draw no line. They would just as soon as not destroy a union, if they cannot capture it. (The record of the communist party in this is much more evident, but that is only because the Trotskyites are a younger, weaker organization. Give them time, Brother.)

What they are doing now in Seattle—working with dual unions, and an expelled member and the Seattle police force, in an effort to weaken and split the SUP—is living proof of this.

The Trotskyites' union record is studded with instances where they worked hand in hand with the commies (whom they call "betrayers of the working class"), with fascist elements and racketeers, in order to defeat the "reformist" union leadership. In recent years they banded with those groupings in the United Automobile Workers, International Ladies Garment Workers Union, The United Steel Workers, and many others. Most recently, at the convention of the National Maritime Union, they even lined up with the Stalinist commies to try to take a piece of that union for themselves.

Their present role in the NMU is interesting in view of their history in maritime. Originally, on orders from the party, the Trotskyites flocked into the Sailors Union, on the theory that it offered, as a union with no established "bureaucracy," an excellent opportunity for these hot-shot "militants" to take over. Then, when the A&G District was chartered by the Seafarers International Union, a group of them were ordered by the party to transfer to the East and Gulf Coasts.

There for some years, they did their best, using their grandest "conspirative measures" to gain control. They used individual against individual, group against group, port against port, in their attempt to capture the A&G District for the "revolution." They did not hesitate to spread lies and slanders against anyone who fought

them and their political propaganda in the union.

Perhaps one example will illustrate the depths to which these disruptors will sink in order to carry out the Trotskyite party line. During the 1946 General Strike, when the SIU tied up the waterfront of the entire nation to keep the freely negotiated wage increases that the Washington bureaucrats tried to take away, a few Trotskyites were on the Headquarters Strike Committee. True to the Trotskyite line as published in their scandal sheet, the "Militant," they proposed that the NMU, then controlled by the commies, be invited to a joint strike committee.

This the strike committee voted down. Immediately the Trotskyites began a vicious campaign of character assassination and deliberate lies against one of the officials who had been particularly active in opposing their "united front" proposition. In gin mills and even on picket lines Trotsky Hacks spread the word that this official was an oldtime anti-labor goon; that he had been one of the ringleaders when the Ku Klux Klan fatally flogged Joseph Shoemaker, a labor organizer, in Tampa in 1935.

That this scabby lie did not go over was not the Trotskyites' fault. Certainly they did their best, during an extremely dangerous time for the Union—when it was important that the Union be united in action and high in morale—to disrupt the strike apparatus by casting reflections on the pro-unionism of a leading figure in the strike in precisely the same manner as they had done in other strikes in other fields.

This finky tactic did more than fail—it backfired against the Trotskyite plotters. An alert membership began to see them for what they were: a conspirative group which put their Trotskyite party far above the interests of the Union; a group that was out, not to win higher wages and better conditions for the membership, but to make the SIU a pawn in their plot to establish their "bolshhevik" dictatorship over the people and maritime workers of the United States.

From that time on, whatever small influence they had got as "militants" in the organization began to fall. They were through in the A&G District, and they knew it.

Then when Joe Curran began to turn against his former commie buddies in the NMU, Myers, Smith, et al., and asked for help, they flocked to the NMU. Among the well-known Trotskyites who went to the NMU were such party hotshots as Ray Sparrow, Harry Becker (now an NMU Patrolman, he left the SIU sometime before the other Trotskyites,) Sam Shatovnick and Tom Kerry.

Why Curran, after his long experience with the Stalinist commies, should have welcomed these Trotskyite commies is something that only he can explain, and he hasn't found a good answer yet.

But Curran soon found out. No sooner had the Trotskyites gotten into the NMU to "help" throw the commies out of office and weaken the commie group in the NMU, than they (the Trotskyites) joined up with the commies and a few would-be "labor leaders" to throw Curran out of the NMU.

Why? Well, key NMU officials would not let themselves be controlled by the Trotskyites. They wanted to do all the controlling themselves. But why did the Trotskyites line up with the commies and the strictly-for-pie guys? Well, the commies were weakened and could not capture the entire organization. If Curran's machine could be defeated, then some of the power would fall into the Trotskyites' hands.

A few weeks after the convention, Charlie Keith, an expelled commie, appeared at the Baltimore NMU meeting with two commies and two Trotskyites. These four phonies worked together as a bloc to try to defeat the convention decisions. On the face of it, this is a queer coalition. But it is not queer, once you realize that both the commies and Trotskyites hold in common one basic belief—"we will work with anyone on any issue, as long as we stand to gain, no matter what happens to the union."

No matter that the commies "betrayers of the working class" would also get some power. What mattered was that they, the Trotskyites, would have some power, and could try from there on to work to consolidate control. To hell with the union, or the welfare of the membership! Political control of the union was more important!

In "The History of American Trotskyism," James Cannon tells (without apologies—on the contrary, with pride) of the time the Trotskyites sold a strike down the river and smashed a union, all in the name of "party discipline," and to save the party's face. But let Cannon tell the story (pages 126-134):

"At the turn of the eventful year of 1933, an organizational movement began among the hard-pressed hotel workers in New York City, who had been without union protection for years . . . This revived organization movement offered us (the Trotskyites) our first big chance in the mass movement since 1928. We had an opportunity to penetrate this movement from the beginning, to shape its development, and eventually to have the leadership of a general strike of hotel workers in New York. The affair ended in a disgraceful debacle through the incompetence and treachery of some individual members of our movement who were placed in key positions . . .

" . . . By chance, a few members of our party belonged to this independent union which became the medium for the organization campaign. As the hotel workers began to turn toward unionism in a big way, this handful of Trotskyites found themselves in the midst of a swirling mass movement. We had a comrade, an old-time militant in the trade, and after years of isolation he suddenly found himself an influential figure. Then we had in the party at that time a man named B. J. Field, an intellectual. He had never been engaged in trade union work before. But he was a man of many intellectual accomplishments, and in our general push toward mass work, in our drive for contact with the mass movement, Field was assigned to go into the



hotel situation to help our faction and to give the union the benefit of his knowledge as a statistician, an economist and a linguist.

"It happened that the most strategically important sector in the hotel situation was a group of French chefs . . . (who) played a predominant role. Many of these French chefs could not speak or discuss things in English. Our intellectual could talk French with them till the cows came home. This gave him extraordinary importance in their eyes. The old secretary was leaving office, and . . . the French chefs insisted that Field should be secretary of this promising union, and he was duly elected . . ."

Cannon goes on to relate how the Trotskyites went all out for the strike. They "poured everything we had into the task to make it successful. The whole New York organization was mobilized . . ." The strike had a promising beginning, but then began to encounter some difficulties. The Trotskyites tried to advise Field how to deal with the government agencies.

But Field had ideas of his own. "He disregarded the fraction (caucus: Ed.) of his own party in the union—which is always the sign of a man who has lost his head . . . Field began to disregard the militants of his own party fraction who were right there by his side and should have been the machine through which he carried out everything. Not only that. He began to disregard the National Committee . . ."

"Each day that went by, our heedless intellectual pulled farther away from us . . . We begged him to consult us, to come and talk to the National Committee about the policy of the strike

which was beginning to sag because it was being directed wrongly . . .

"Eventually the hotel strike bogged down . . . Meanwhile our enemies were waiting to say: 'We told you so. The Trotskyists are nothing but sectarian hair splitters. They can't do mass work. They can't lead strikes.' It was a heavy blow to us. We had the name of leading the strike but not the influence to shape its policy, thanks to the treachery of Field. We were in danger of having our movement compromised. If we should condone what was being done by Field and his group we could only spread demoralization in our own ranks . . .

"We had before us a fundamental problem which is decisive for every revolutionary political party: Shall trade union functionaries determine the party line and lay down the law to the party, or shall the party determine the line and lay down the law to the trade union functionaries? The problem was posed point-blank in the midst of this strike. We did not evade the issue. The decisive action which we took at that time colored all the future developments of our party in the trade union field and did a great deal to shape the character of our party.

"We put Mr. Field on trial in the middle of the strike. Big as he was, we brought charges against him for violating party policy and party discipline . . .

"We proceeded resolutely to expel Field and all those who solidarized with him in that situation. We threw them out of our organization in the midst of the strike." (Emphasis ours: Ed.)

There is the whole sordid story. Because they had lost political control of a union, they sold 10,000 strikers down the river. Because they no longer could direct the course of the strike, they pulled out their support (whatever that was—but every man counts in a strike situation) so that the Trotskyites would not be "compromised" if the strike was to be lost.

Yet this is not an isolated incident. Their finky action in the hotel strike follows very definitely from their program, from their concept of trade unionism. The Trotskyites believe, as they have made very clear, that a union cannot exist merely for the improvement of working conditions and the raising of wages. In that case it would be "reformist." It must be under the control and direction of a "revolutionary" party (the Trotskyites, of course), and the union's program and actions must be subordinated to the political program of the Trotskyites.

If it is politically important for the Trotskyites to call a strike—say, for example, in a defense plant during wartime, in order to weaken or overthrow the "ruling class"—they will not hesitate to do so, even though the workers and the country stand only to lose. The unions are important only insofar as they can be used to carry out the overall strategy of the Trotskyites. Nothing else matters. If necessary, they will not hesitate to smash a union, if by doing so they stand a chance to pick up the pieces.

Lack of space is the only thing that keeps this article from being three or four times as long. The Trotskyite record, like that of the commies, is a stench in the nostrils of the labor movement. But even this brief article is enough to hang these political finks by their own record. There is no place in the labor movement for characters who place the interests of a political party over and above that of their trade union which puts the bread into their mouths and gives them job security.

The Trotskyites have gotten no place in the A&G District—the membership never went for their line of hokum. And as far as the SUP is concerned, the few Trotskyites there have dug their grave themselves—as they had to, inevitably. They are on their way out of the "reformist" labor movement, along with their co-conspirators, the commies, so the chances are that you won't come across very many of them. But, if you should by chance, let them know very definitely that you don't go for their kind of disruptionist bull.

# SHIPS' MINUTES AND NEWS



## Seatrain NJ Crew Sponsors Frolic In Louisiana Port

Down in Belle Chasse, Louisiana, the word Seafarer packs a lot of good will among the local folks. And you can thank the men aboard the Seatrain ships, especially those on the Seatrain New Jersey, for creating a considerable measure of this good will.

On a recent stopover at Belle Chasse, where Seatrain ships tie-up and which is sort of a hop, skip and a jump from New Orleans, the crew of the railroad car carrier New Jersey played host to the community for an evening's fun and frolic.

Scene of the gambol was Belle Chasse's Spotlight Tavern where the boys set up a full three hours of motion picture entertainment, amateur vaudeville and dancing. The carnival atmosphere was enhanced by the customary popcorn, potato chips and cokes, also supplied by the boys from the New Jersey.

The number one spot of the film presentations went to the SIU's documentary of the famed Wall Street beef, "The Battle of Wall Street," which created a considerable stir among the Belle Chasse audience. Seafarer Robert Lester, motion picture hobbyist on the New Jersey, furnished the sound projector and screen.

Brother Lester also brought along a dozen musical and short features, which he ran off after the "Battle," including "Showboat," featuring the Andrews Sisters and "New England Holiday."

For the rest of the evening Bill Grey was at the helm as master of ceremonies.

When the session ended, the New Jersey's Delegates reported that there were no beefs, either from the good people of Belle Chasse, or the sound Union crew of the New Jersey. In fact, they said everyone was downright happy about the whole thing and was looking forward to a repeat performance.

## Brotherly Spirit Works Overtime On Steel Worker

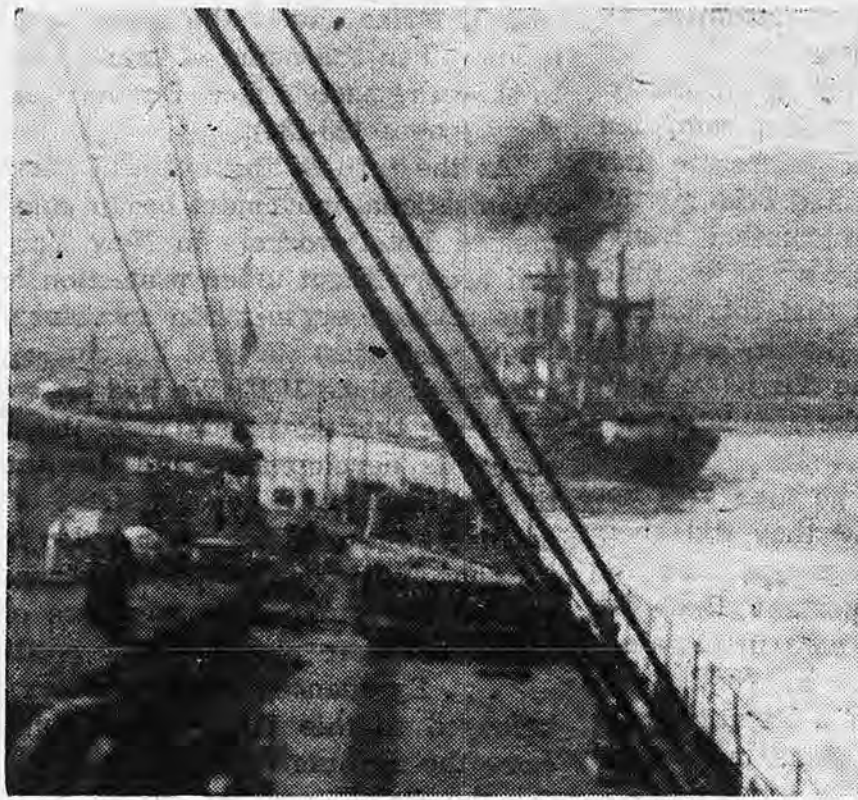
The boys aboard the SS Steel Worker, Isthmian, keep the old Union spirit working overtime.

Not long ago the Steel Worker Seafarers bought a new washing machine and up came the question: "What to do with the old one?"

In typical Union style, the crew decided at the Sept. 25 shipboard meeting to turn it over to another SIU ship.

Indirectly, the purchase of a new washing machine also had recreational benefits for the Steel Worker crew. The \$13 that was left over from the original collection is to be used in getting additional athletic equipment for the crew, it was decided at the shipboard session.

## SEAFARERS PULL TOGETHER



The Steel Rover attempts to refloat the Beaver Victory (rear).

Despite two days of tugging and straining, the Steel Rover was unable to budge the grounded Beaver Victory more than a half-degree from the shore of the East African coast and the Isthmian Steamship Company dispatched three tugs from India to refloat the helpless vessel. They failed too, and the

ship is being unloaded at the spot. Russell Lund, Utility, on the Steel Rover, reported that his ship passed the Beaver Victory while proceeding from the Arabian Sea to the Red Sea on Sept. 9. The attempts at refloating the Beaver Vic were made several times at high tide, with steam up high.

## Brothers Miller, Hodges Die In US Hospitals

The deaths of two Seafarers, Charles A. Miller and Lester K. Hodges, were reported to the LOG this week.

Brother Miller died on Sept. 23 at the US Naval Hospital, Long Beach, Calif., after being removed from the Isthmian ship SS Meredith Victory, on which he had been employed as Second Cook and Baker.

Burial services, arranged and paid for by the Union, were held at Westminster Memorial Park in Long Beach. Meredith Victory crewmembers H. Lanier, R. D. Ewing, M. Pasquale, J. Paerels, N. W. Kirk and R. J. Cella served as pallbearers. Flowers were sent by crews of the Santa Clara Victory and the Pennmar.

Brother Miller, who resided in Providence, R. I., was born in New York Nov. 20, 1912. He joined the SIU in New York May 25, 1943 and held Book No. 25904.

Besides his mother, Mrs. Mary J. Miller, of 254 Lenox Ave., Providence, R. I., he is survived by a sister.

## HODGES DIED IN BALTIMORE

Brother Hodges died suddenly in the Baltimore Marine Hospital on Aug. 2. He had been an SIU member since May 18, 1944, when he received Book No. 33962 in New Orleans.

The body was brought for burial to Lake Luzerne, N. Y., where Hodges lived with his family.

An Oiler, Brother Hodges made his last trip on the SS Southwind. He was born in Saratoga Springs, N. Y., July 19, 1893.

Surviving are his mother, Mrs. Josephine Gilroy, of Lake Luzerne; two sons, Lester K. of Milwaukee and Edward A. of the U. S. Army; five brothers and five sisters.

Brother Hodges was also in good standing and the Union paid burial benefit.

## 'Voice Of The Sea'

By "SALTY DICK"

Although practically every Seafarer who has been elected to a Port Agent's job has served as a Patrolman, it might be a good idea to add the following to the requirements for the important Agent's posts: That all candidates have at least one year's experience before being eligible for the higher job.

Michael Kolonik has a problem concerning love. He plans on saving some money and then asking the girl to become his one and only... The recent ac-

tion of the Alcoa Ranger crew willing the shipboard washing machine to the nearest Union Hall in the event the ship is ever laid-up or transferred to another flag sounds like smart thinking. Maybe other crews will follow suit.

Ivan Durning of the SS Cavalier is waiting on tables... Some men say that our publication, the SEAFARERS LOG, should be financed by an annual assessment. Others prefer the present voluntary method of donations. What do you think?... Some of the boys who have been calling at Trujillo City are buying beautiful salad bowls for their wives.

Jack Nagler would rather look at a race horse than a beautiful woman. Don't ask me why. I can't see it myself... Fred Barthes may have to leave his ship soon because of a broken finger... Jack Dolan is heading for the Staten Island Marine Hospital for a spell. But he plans to head for old New Orleans as soon as he recovers.

Regardless of when you run into John Ulas, he's dressed to kill. Right now, John is waiting for a job as Bosun—prefers a long trip... Irving Blumenberg is reading the New York Times while he nurses a charley horse. He got it roller skating... Tommy Horan just left the East Coast. About 30 years ago, he danced in all the night clubs of Europe, but always managed to be aboard ship and working the next morning. He recently celebrated his 58th birthday.

Annual SIU elections are coming up soon. A good Union man will always have "Voted" stamped in his membership book—unless, of course, he was at sea during balloting.

Sorry to hear that "Red" Honneycutt is in the New Orleans Marine Hospital. Maybe some of you guys can find time to drop him a line. It'll make Red awfully happy... Some time ago Bob Creel said he was figuring on staying ashore for awhile. But Bob's apparently like all seamen and can't get the salt water out of his mind. He's back at the Union Hall in New Orleans waiting for a ship. But then, who takes an oldtimer seriously when he says "no more sea for me."

## Brass-Polishing May Help Seafarer Now Academy Man

The experience Henry C. Sanabria got while shining brass—as a Deck Gang man aboard SIU ships ought to prove mighty valuable to him one of these days. The one-time Seafarer is now attending the United States Naval Academy at Annapolis, Md., and who can say that Hank won't some day make his star as a ranking Navy brasshat.

Sanabria entered the Academy this month as a plebe—the Navy term for a first-year man—after a stint as a seaman at the Naval Station, Bainbridge, Md., according to Anthony Stanton, FOW. Discharged from the Navy in 1947 after a four-year hitch,

Sanabria began sailing as an SIU permit man. He remained in the Union until late in 1948, when he rejoined the Navy in Baltimore.

He took the Naval Academy examinations for enlisted men in April 1949 and shortly after was informed that he had made the grade.

Among the SIU ships Sanabria sailed were the SS Mooring Hitch, Alcoa; SS Steel Designer, Isthmian; SS Overling Victory, and the tanker Nathaniel Palmer, Palmer Shipping Company.

## HITTING THE ROAD IN HONG KONG



Michael Kolonik believes in riding in style when he sets out to see the sights of the town. This photo was taken when he was working as Chief Electrician aboard the SS Steel Executive.

# Digested Minutes Of SIU Ship Meetings

**INES, Aug. 27—G. Quinones, Chairman; F. Loriz, Secretary.** Few hours disputed overtime in Deck Gang, dispute over two dollars in lieu of linen in Black Gang and no beefs in Stewards. **J. Soto** elected Ship's Delegate. Deck beef on equalization of overtime was squared away in typical SIU style after a discussion of matter. Steward said he will issue linen to men in amount turned in. Recommended that the cold water shower be checked.



**TRINITY, Sept. 9—J. Bolz, Chairman; J. P. Mason, Secretary.** No beefs in any of the departments. Motion carried to try to get second pumpman added to manning scales. Under Education, the Union and its problems were discussed. All hands agreed that the new overseas Bulletin that is mailed to each ship is just what we needed as it gives members the up-to-date goings on in our organization. Motion by **J. Crowley**, seconded by **J. Bolz**, carried calling for vote of thanks for the Stewards Department in appreciation of its fine work in feeding the crew.



**WILLIAM H. ALLEN, Sept. 4—John Morris, Chairman; John Jakubawsek, Secretary.** All delegates' reports accepted. The Ship's Delegate said that Unionism should not be preached from the barroom floor. Charges to be filed against crewmembers accused of slanderous remarks against Union, for making statement to communist newspaper and for hiring a commie lawyer to pay off despite advice against this. Motion carried that no one is to pay off until beefs are settled.

**SEATRAN NEW JERSEY, Aug. 29—John Jellete, Chairman; Secretary Si Magnan.** No beefs. Ship's Delegate reported that repairs had been caught up with in New Orleans. **Bill Champlin**, Deck Delegate read four sections of agreement pertaining to discrimination, duties, working by Mate, and time off. Deck Delegate requested meeting of Deck Gang immediately after this meeting to elect new delegate. Steward will order new coffee pots for Deck and Black Gangs. At Deck Gang meeting **Bill Champlin** was re-elected Deck Delegate and given a vote of confidence.



**PONCE DE LEON, Sept. 5—Whidden, Chairman; Tindell, Secretary.** Ship's Delegate reported that Captain had lifted all logs. All okay in the departments, delegates reported. Motion carried to post minutes of last meeting on bulletin board. Motion carried recommending that we do not turn in for launch service in Genoa due to fact that Captain paid for same. Discussion on ship laying up for repairs and if laid up, washing machine be left on ship for next crew.

**SANTORE, Sept. 5—L. Brilhart, Chairman; L. V. Beauchamp, Secretary.** Reading of let-

ter to Ore SS Co., re: food situation. Same to be referred to Patrolman. No major beefs. Ship's Delegate brought up Black Gang beef regarding prolonged watches occasioned by time changes at Sandy Point. To be referred to Patrolman upon arrival. Suggested that library be replenished while ship is in drydock. Steward will take care of this.

**STEEL VENDOR, Sept. 18—Wiley Parrot, Chairman; Vincent Orenco, Secretary.** Delegates reports accepted. Brother **Maher** moved and it was carried that letter be sent to Headquarters stating that crew is wholeheartedly in favor of the new General Fund assessment. Motion carried that new members of crew who have not contributed for purchase of washing machine should give \$3.00, out of which **Ole Hansvedt** is to be reimbursed for the sum of \$8.00, which he laid out. Remainder of contributions are to go into ship's fund after deducting cost of films and developing to reimburse Brother **Joe Diokino** for pictures taken.

**MONROE VICTORY, Sept. 11—E. F. Spear, Chairman; H. Lea, Secretary.** **Serano** elected Ship's Delegate. No beefs reported. Sailed out of Frisco short a Chief Cook, who is to be replaced in first port of call on East Coast. Wages to be divided between galley crew and Steward. Motion carried that all beefs, no matter how small, be submitted in writing to Ship's or department delegates. Amendment to motion carried that if beefs concern only one department it should be handled by that department. Members reminded that Union pamphlets are available in recreation room.

**SEATRAN NEW JERSEY, Sept. 27—Bill Champlin, Chairman; W. R. MacDonald, Secretary.** Ship's Delegate reported man missed ship in New Orleans, forcing other two Oilers to stand extra sea watches. Motion by **Jellete** carried recommending that maintenance of SEAFARERS LOG be put on assessment basis and that membership to vote on this in referendum vote. Cab situation in Texas City discussed and Beulah, who is an AFL member was commended to membership.

**DEL MAR, Oct. 2—Harold Tennant, Chairman; Robert Callahan, Secretary.** Ship's Delegate read letters sent to the LOG and the SS Puerto Rico Advocate. No beefs to report. Treasurer reported that \$27 was on hand in ship's fund after purchasing Union films. **R. B. Callahan** elected Ship's Delegate by acclamation. **Rodrique** elected Treasurer by acclamation. All hands were instructed to return cups to mess-hall and not to leave towels in showers.

**ALLEGHENY VICTORY, Sept. 17—F. Beers, Chairman; E. Aubusson, Secretary.** Ship's Delegate reminded delegates that all contested overtime should be turned in to him before ship's arrive in Los Angeles at which time he will send copies properly written up by Captain to headquarters. Under Education crew discussed topics from Union's Bulletin, including Panama boycott question, sending of arms aid in US ships, and Union's fight to protect indemnity rights of injured seamen.

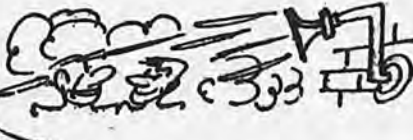
**JEFFERSON CITY VICTORY, Sept. 4—R. Sweeney, Chairman; J. Riley, Secretary.** Motion carried to excuse Bosun and Deck Maintenance. **R. Sweeney** elected Ship's Delegate. Chief Engineer is to be asked to replace whistle in engine room with something less noisy. One minute of silence in memory of Brothers lost at sea.

**ROBIN GRAY, Sept. 4—Tex Morton, Chairman; R. Oden, Secretary.** No beefs in any of the departments. **Jack Heacox** elected Ship's Delegate by unanimous vote. Suggested that Ship's Delegate see Captain about painting PO mess and about getting water cooler fixed. Steward sent report on shortage of meat stores to New York Hall to see if something cannot be done about this situation.



**BEATRICE, Sept. 16—A. Lobregt, Chairman; G. Clark, Secretary.** No beefs reported; all overtime okay. After discussion of the matter all hands agreed that supper should be served at 4:30 PM on Saturdays and Sundays in port. There was also discussion on the problem of obtaining fresh milk in San Juan. Delegates are to see Patrolmen about this. Steward recommended that delegates see the Port Steward about supplying more fruit juices in port.

**INES, Sept. 17—G. Quinones, Chairman; F. Loriz, Secretary.** Ship's Delegate will see the Patrolman about getting the foc'sles painted. Few hours disputed overtime in Deck and Engine Departments, everything else okay. Lengthy discussion about whose job it is to clean recreation room. After majority of Brothers blew their tops, it was agreed that the three departments are to rotate on the job.



**SEATRAN TEXAS, Sept. 18—Frank Prazler, Chairman; John Messick, Secretary.** No beefs in any of the departments. Motion carried that Headquarters take up with Seatrain Lines the question of having an escape hatch cut or installed in after passageway of the crews' quarters on starboard side, also cutting a door in forward end of passageway, and that they take up with company installation of square windows in wheelhouse so quartermaster may be able to see out when steering on orders of a pilot.

## Seafarer Sam says

Just a reminder...



Have you voted yet?

## Personals



### JAMES T. RENARD

Anyone knowing the last address of Brother James T. Renard, whose death in Bremen, Germany, while a crewmember of the Ames Victory, has recently been reported to his family, will please forward it to his brother Louis J. Renard, 6149 62nd Ave., Maspeth, L.I., N.Y. The family is anxious to get James' personal belongings, and will be grateful for any assistance offered.

### SOL MARICINO

Please get in touch with Mrs. Warren, 915 St. Paul St., Baltimore, Md. Very important.

### ALFRED L. GRAHAM, JR.

You are requested to get in touch with Herman Rabson or Benjamin Sterling, 42 Broadway, New York 4, N. Y., regarding the injuries you sustained aboard the SS Helen on or about Dec. 7, 1947.

### MARION E. MOODY

Will you please get in touch with Herman Rabson or Benjamin Sterling regarding accident aboard the SS A. P. Hill on or about Nov. 10, 1947, in which John J. Blair was injured and which you witnessed.

### JOHN NOVAK

Get in touch immediately with the office of Richard M. Cantor, Room 1109-1111, 51 Chambers St., New York 7, N. Y.

### ALEXANDER MENDICINI

Your mother is anxious to hear from you and asks that you write to her as soon as possible.

### ABRAHAM WERMICK

Get in touch with your mother at Swan Lake Road, Ferndale, N. Y. She is worried about you.

### GEORGE WADE GENTRY

Get in touch with your mother, Mrs. C. R. Gentry, 5815 N. Military St., Oklahoma City, Okla.

### RAY RINGO

Johnnie Scialpi asks that you

visit him at his home at 1059 Flushing Ave., Brooklyn, N. Y., as soon as possible. Very important.

### GEORGE MELTZER

The material which you requested has been forwarded to the New Orleans Hall from New York.

### HORATIO ALVES DeSILVA

Get in touch with Frank Co-sentino, 198 Bond St., Brooklyn, N.Y. He has important information about your citizenship papers.

### WALTER CHAMBERLIN

Very urgent that you contact your son at 209 Pelton Ave., Staten Island 10, N.Y.

### DAVID HERON

Get in touch with Mr. & Mrs. Wm. Riebenstein, Apt. 7, 1406 Logan Ave., N.W., Canton, Ohio.

### EDDIE BURNETT

Get in touch with Benjamin B. Sterling, 42 Broadway, New York.

### MELVIN JONES

This injured Brother is in the Garga Hospital, Ancon, Canal Zone, and would like to hear from his friends.

### BILL DORAN

Your Aunt Mary died. Get in touch with your Aunt Ann.

### JOE STACOWITZ

Get in touch with Tommy Griner, at the New Orleans Hall.

### THOMAS B. GRINER

Write to your mother at Corazal, Canal Zone.

### THOMAS W. HARRIS

Contact Richard M. Cantor, 51 Chambers St., New York, as soon as possible.

### JOHN P. DI DIO

Your Brother, Dominic, wants you to get in touch with him at 700 Highland Blvd., Brooklyn 7, N.Y.

# THE MEMBERSHIP SPEAKS



## SIU Home For Aged, Infirm Called 'Impractical Idea'

To the Editor:

The proposal made at a meeting aboard the Seatrain New Jersey by Brother Jellette, for an establishment for "the care of aged and infirm Seafarers," seems to me at this time to be inopportune and impractical.

There are too many other issues, vital and paramount that hold the majority of Seafarers' interests, such as the continued fight against the Taft-Hartley labor law, the oppressive Coast Guard authority over the seamen, a welfare plan, tentatively advocated by the SIU early this year and to be made the object of a thorough study for the welfare of the membership, etc.

It's regrettable that Brother Jellette, when he proposed this plan, did not have some facts relating to these "aged and infirm Seafarers," for I believe it's reasonable to surmise that "aged Seafarers" are in the minority in the SIU, and infirm or disabled seamen but a small fraction of the total membership of the Union.

This idea of a home for the old and infirm is idealistic in content and does not take stock of existing realities. The average seaman does not have any notion of getting decrepit and even those whom I've met and sailed with who are old in years, do not regard themselves as candidates for a convalescent home.

It may well be when the SIU has fully studied the social aspects of a seaman's life ashore in order to foster a welfare plan, which would include a pension for the seaman, medical care for himself and his family at all times, etc., that we will have learned enough to set up the delicate apparatus for the care of the aged and infirm, when such a time comes that is propitious enough to warrant it.

But what I'm stressing here is that despite the worth and hu-

maneness of such an idea, if the majority do not benefit from it, it is not practical, for the majority must pay for whatever benefits the minority get.

As I'm writing this letter in the recreation room Bosun A. Wassfrom and AB F. Serrahn are expressing themselves on the welfare needs of seamen. One of Wassfrom's views is that seamen should assess themselves five dollars a year towards a pension fund so that when a seaman has, say about twenty years service at sea he would be entitled to a pension.

This of course would be unfeasible unless the shipowners did most of the contributing to this pension fund. Serrahn, who is in his early twenties, believes a fellow should save when he's young for his old age. This is a commendable view, but if the seaman saves his money it will be for nearer goals than his own physical decline.

These are divergent sentiments, but what these men are emphatic about is there is no need for a Seafarers Home at this time. It would seem reasonable, therefore, that if a Seafarer had a pension coming to him after his sailing days were over he wouldn't give a damn about a convalescent home. If he were too sick, or enfeebled to enjoy his pension he could still have access to the Marine Hospital which under a broad welfare plan for the seamen he would be entitled to full medical care, despite a long period away from the sea.

A subject as vast as the welfare needs for seamen could be written about almost ad infinitum—I hope I've done at least some small justice to this subject. When and if this home for "aged and infirm seamen" comes up at a meeting ashore let us hope those in favor of it have some concrete facts to offer why it should be instituted.

John J. Flynn

## SAND-TRAPPED IN TOKYO BAY



This is how the Citrus Packer, Waterman, looked on the twenty-sixth day after being driven aground by a typhoon. Reports from crewmembers painted dismal picture of life aboard the beached vessel. With the fresh water supply almost gone and the plant shut down, men washed out of buckets and prepared food on deck. Ship's Delegate R. E. White submitted photo. So far, the Packer has been on the beach more than two months, having ran afoul of the typhoon on Sept. 1.

## Vacation Issue Should Be Put To Vote, He Says

To the Editor:

I have read with interest Brother Frank Meo's letter, and several others, in the Oct. 7 issue of the LOG written about members staying too long on one contracted ship.

I fully agree with him and I think this matter should be brought to the members and voted on. There are lots more than some of our Brothers think who have spent two or three years on certain ships without putting their heads inside of a Hall to attend a meeting.

### NOBODY WANTS IT

It may very well lead to, and encourage, apple-polishing. I am sure that no Brother wants this kind of a situation aboard SIU contracted ships.

So I agree fully with Meo that the membership do something about it. There is no doubt in my mind about the outcome if the issue is brought before the membership for action.

This is an important issue at the present time. Other important issues have been settled by membership votes. I recommend the same action on compulsory vacations.

George L. Midgett

## Education Sessions At Sea Held Vital For All Hands

You can hear the cry aboard some ships: "Why hold educational meetings aboard ship? I have a full book. I know all about the Union."

But bookmen certainly should understand and be familiar with every feature of their Union as the permitmen. Union policy is a flexible thing and changes from time to time to meet new conditions. In order to protect yourself and your Union you must keep up with these changes.

Take the Taft-Hartley law as an example. A few years ago actions that were taken for granted as standard union procedure are today a violation and punishable by fines and are open to law suits.

### GET THE WHYS

Union education meetings aboard ship are necessary to explain why your Union aids other unions. They also provide you with an opportunity to offer constructive criticism on any phase of the Union policy.

The Union education meeting is also the proper place to air your views—not in the gin mills where you give outside groups like the commies, wobblies and other supermilitants who have no interest in your union, but only their own political interests, a chance to poke their noses in your affairs.

The place to find out why your Union takes certain stands and policies is at the educational meetings, where you can ask questions and give answers to your shipmates who have the same problems as you and where these problems can be solved for the benefit of all concerned.

So let's attend those meetings Brother—and take part in them, too. If we know all there is to

know, let's pass our information on to the others who don't. And if we don't know all about it, we can sure learn.

Frank Bose

## Parents Maintain Vigil For SIU Man Lost At Sea

Clinging steadfastly to the hope that their son, John P. Floyd, who disappeared from the SS Gateway City shortly before the vessel docked in Tacoma, Wash., on April 1, is still alive, Mr. and Mrs. J. A. Floyd have appealed to Seafarers for aid.

The missing man's father appeared last week at the office of the SEAFARERS LOG and asked that the appeal be published. Mr. Floyd urged that anyone with information that might be helpful in locating his son should write to him at Route 2, Box 163, Fairmont, No. Carolina.

### SEARCH FUTILE

Floyd's parents were notified of his disappearance by the Waterman Steamship Corporation. He was first missed at 6:15 PM on April 1, when the ship docked at Tacoma. He was last seen by his shipmates at 4:30 that afternoon. A \$50 draw requested by Floyd was found with other possessions in his quarters. An intense search by the Gateway City and the Coast Guard proved futile.

The Gateway City's Skipper told relatives of the missing man that he was a quiet person who got along very well with all hands. He was known as a sober, serious person. His father told the LOG that quite often John would stay aboard ship in preference to taking liberty in ports of call.

Floyd was born in North Caro-



JOHN T. FLOYD

lina 26 years ago and spent his early life in Fairmont, where he attended school. He worked in the Wilmington shipyards prior to 1942, when he joined the Navy. After serving about three years, he was released and began sailing on merchant vessels.

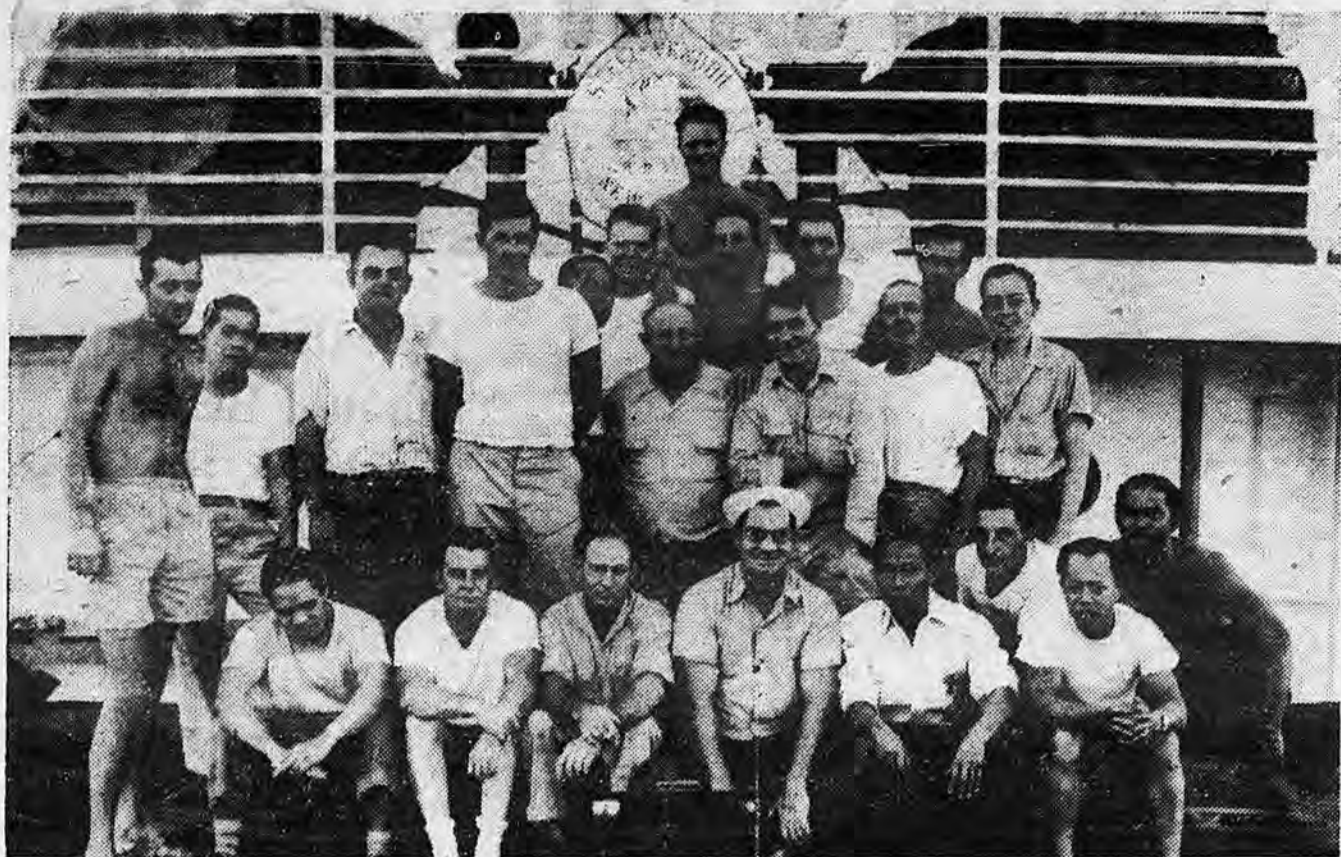
Brother Floyd sailed in the Deck Department. He served as Deck Maintenance aboard the Gateway City. He became a full bookmember of the SIU on October 2, 1946, when he was issued Book No. 46175 in the Port of New York. Before receiving his book, he sailed as a permitman.

## THE PASSENGER WAS UNION, TOO



"Sir Charles" Oppenheimer shows this picture of some shipmates and H. W. Nixon (center), AFL railroad man from Atlanta, taken aboard the Alcoa Polaris. Others in photo are Hank Henry, James Harris, T. E. McHenan, Russell Manieri, Paul Bulerson and Harry Swift.

SPARKLING IS THE WORD FOR THIS CREW



Patrolmen paying off the Steel Vendor in Staten Island, N. Y., on Sept. 29, reported back to the Hall with praise for the "clean ship." A glance at the above photo, taken by crew-member Joe Diocchino, Messman, shows the reason why. A good SIU crew, like this one, makes the difference, every time.

Compulsory Vacation Would Work Hardship On Family Man, Seafarer's Wife Declares

To the Editor:

As a constant reader of the LOG, wife of an old time seaman, and the mother of two teen aged children now in high school, I am vitally interested in the compulsory vacation articles.

When one is buying a home, the payoffs are budgeted out to the cent, the food bill is ever present, and all other family costs must be met. Some of the recent articles seem to give the impression that the writers have no dependents to worry about, but family men who are responsible providers, are concerned about the money they may send to their families.

If my husband had to be on the "beach" for much more than two weeks, we, likely, would be back on the "dry cereals" diet which has been our lot several times. This was before we were SIU people.

FACE TWO PROBLEMS

Further, if a seaman were paid off in New York, and lived out here, just how would this

Looking Ahead



Harry Walowitz, FWT, on the Del Alba, stows that clean gear in anticipation of time off in those South American ports. Photo by Harry Thompson, FWT.

affect the family's economy? There would be expenses at both coasts, which just couldn't be managed at allotment rates over a long period.

Before compulsory vacations are voted in, it might be well to check on the impact of them on men-of-family, who are good Dads, and there are many in the SIU, for they are friends of this family.

Buckley Hits 'Emancipators' As Being Far From Perfect

To the Editor:

I want all my shipmates and friends in the maritime industry to know that I was not expelled from the Marine Transport Workers of the I.W.W. I tossed in my Red Card January 5th, 1949, because I tired of an organization that preached class solidarity and practiced racial hatred and class segregation.

Such action on the part of these people was a direct violation of their own constitution. These are the people who could do no wrong.

I challenge these people to defy this statement. It's about time we in the maritime industry began to clean out the dirty linen closets of some of these half-baked emancipators who insist upon calling every one phony who don't agree with their malarkey.

Some of these half-baked emancipators should remember that when you become a petty cockroach business man, you have left the workers class and are seeking to become a two-bit capitalist.

A genuine active merchant seaman is never afraid to use the right of free press to express his opinions openly, nor does he remain ashore when shipping is good to prey upon his fellowmen who toil for their daily bread. A good Union man tires of the endless tales coming from weed-heads, gashounds and goof-ball addicts who constantly whine that the capitalist system is to

The LOG is a fine publication and is read here from cover to cover. It is really a Seafarers "Bible" and should receive the support it earns. We read of the constant effort to protect our men wherever their ships carry them, and the families of SIU men have confidence in the Brotherhood and its strength.

Mrs. Evelynne Y. Siebert  
Long Beach, Calif.

blame for their spineless effort to face life.

There is no absolute perfection in any man. We have all made mistakes in this life, and we know that all organizations have good and evil men within their ranks. These half-baked emancipators should remember that the only perfect man who lived on earth was crucified and I'm sure these people can not liken themselves to him.

I realize these people will rant and rave, but they should realize I've walked through this labor movement alone, and have yet to see the day when I feared to write what I thought was necessary to defend my Union Brothers from exploitation.

It's about time some of you emancipators learned to face some of the tirade of abuse you've been handing out to other people.

Remember, my ex-fellow workers, that "Truth has no Parties."

Joseph Buckley

(Ed. Note: The above letter was written by a man whose opinions of the Wobblies are important because of his long experience in the IWW. Brother Buckley's conclusions bear out the contention of many in the trade union movement that the Wobblies no longer occupy the proud position they once held among workers many years ago and have deteriorated to the point where they are now a hindrance to the labor movement.)

SIU's Legislative Program Endorsed On Allegheny Vic

To the Editor:

In our most recent shipboard meeting we discussed the new Bulletins which are being posted to all ships, and the various items contained therein. We should like to bring the results of these discussions to our Brother members through the medium of the SEAFARERS LOG. We feel that, through these Bulletins, we have taken another decided step forward and knitted our Union into a more compact and efficient organization.

The crewmembers of the Allegheny Victory wish to give it a definite vote of commendation. Four items contained in the Bulletin were discussed in our recent meeting. Namely: \$10.00 General Fund Assessment, Atlantic Pact Aid in U.S. Ships, Seamen's Claims Bill, and the Panamanian Boycott.

The \$10.00 assessment to the General Fund was put to a vote and carried unanimously. The activities in Washington of our representatives regarding legislation affecting directly, or indirectly, our profession is heartily endorsed by the entire crew. Various steamship companies certainly retain lobbyists in Washington, and it is only natural that we should fight fire with fire. To our competent Union officials we say, "Keep up the good work!"

In order to protect our country from retrogressing to a mediocre maritime power we believe the SIU should throw all our guns in the battle for carrying all Atlantic Pact Aid cargo in American bottoms. We have the ships! We have the men! Let's use 'em!!

BOYCOTT APPROVED

The one item in the Bulletin which was viewed with most approval and enthusiasm was the pending boycott of Panamanian ships. We are all cognizant of the fact that a great deal of American shipping is being sailed under the flags of foreign nations, when a great majority of these ships would provide jobs for our own SIU men.

These ships are operated under sub-normal standards for the profit of some of our wealthiest steamship companies; but do they bring wealth to our country? They deprive our own men of jobs and thus prevent circula-

tion of this money in the USA. We are anxiously awaiting the commencement of this boycott, and the sooner the quicker.

Regards to all the beachcombers in New York, and tell all the spots on 47th Street to get ready. We are homeward bound!

Jimmy Naylor  
SS Allegheny Victory

SIU Gives Most To Members, Says Waterfront Vet

To the Editor:

I have been in the Atlantic and Gulf District of the SIU for a little over six months after quitting a well-known West Coast union, of which I was a member for some years. I would like to state a few things that I think are worth letting everyone know.

First, let me say I am an American. What I wonder is how can any sailor want to be a commie after he has seen what the rest of the world has to offer. That's something I can't see.

One of the luckiest breaks I have ever had in my life came when I got my pro book in the SIU as a result of my organizing activities in Cities Service.

COMPARE

After years in another union, I find that I value membership in the SIU for several reasons:

1. The officials of the SIU are never too busy, or think they're too good to see a rank-and-filer. (That is something you just don't find in a lot of unions.)

2. There is a strong unity (on which good unionism is based) existing throughout the organization, in all departments.

3. The accommodations and services which the SIU offers its membership are something which I am enjoying very much. (I am referring to mailing services, representation, recreation halls second to none, and the rest. And I just had 10 AM coffee in the Hall.)

May I say in closing, thank God I'm in a Union that follows real union principles. It gives me the feeling that I have a real friend.

Robert E. Hostler

A SEAFARER TAKES A HOLIDAY



The straw-hatted gent in this happy scene is no farmer. He's "Reds" Rinehart, SIU Deck Engineer, as he appeared with his family during a recent vacation on the Eastern shore. The Rineharts make their home in Baltimore.

# The 'Hog' — The Seaman's Favorite Ship

Retired Seafarer John Bunker, a frequent contributor to the LOG seems to regard the old Hog Islander ships with a great deal of affection. He suggests that the LOG solicit contributions from the membership on subjects like "The Hog I Remember Best," "My Most Memorable Trip On A Hog," etc. Well, you write them, Brothers, and we'll print them. Let's hear from you.

By JOHN BUNKER

As I stood on the deck of a ship the other day, a youthful member of the crew beside me pointed to an old freighter steaming out to sea.

"There goes an old Hog," he said.

This particular ship wasn't any more like a "Hog" than a collier is like a tug, except that she had a hull and a funnel. But it emphasized how fleetling is fame, even for ships.

The old Hog Islander, famous among American sailors a generation ago, is all but unknown now to newcomers at sea. To them any old ship is a Hog.

For the benefit of these youngsters, and the rest of the maritime fraternity who may not know the story of the Hog, here's some facts about that rugged ship of prewar days.

## WORLD WAR I BABY

It was in World War I that the Hog had its origin.

The demand then, as it was in 1942, was for ships. Any kind of ships, but especially ships that could be mass-produced.

The Emergency Fleet Corporation purchased a 900-acre tract in Philadelphia for a yard in which to make ships en masse, and the naval architects designed a standardized type that could be turned out on a mass production basis.

Built at a cost of \$60,000,000, the yard didn't get into full swing until after the Armistice, but the hulls were finished anyway and a sturdy little freighter resulted that was to become the backbone of the American merchant marine for 20 years.

Appropriately enough, these ships were known as Hog Islanders and, among seamen, more intimately as "Hogs."

Hog Island was a marvel of American industrial technique, probably the first shipyard for the mass production of freighters that the world had ever seen, and the inspiration by which Liberty ships were mass-built for World War II.

The first keel was laid Feb. 12, 1918, and the first ship, the Quistconck, was launched Aug. 5, 1918. The last vessel was finished Jan. 29, 1921, the 122nd ship to be delivered.

A total of 956,750 tons of ships were turned out on this one-time salt marsh. Fifty ways were used during the peak of production.

## NOT THE SAME

A large number of ships similar to Hog Islanders, such as the well known Waukegan and Westmoreland, were built at Kearny, N.J., but these were larger than the Hogs by several hundred tons and had a deeper draft by three feet.

Hogs measured 390 feet over all, with a 54 foot beam and a 27 foot draft, being propelled by 2,500 h.p. turbines.

Also built by the Emergency Fleet Corp. for the United States Shipping Board during World War I were a fleet of so-called

West Coast ships. They were almost as well known as Hogs and are often, like the Kearny and Pascagoula ships, mistaken for the Hog Island type.

Slightly longer than their contemporaries from Philadelphia, the West Coasters had about the same tonnage and accommodations. Among them were such well known freighters as the West Caddo, West Camargo, West Lashaway and West Chetac,

## SIMPLIFIED CONSTRUCTION

In designing the "Hog," the Emergency Fleet Corporation attempted to have a ship as simplified as possible, with all unnecessary curves eliminated — a ship that could be manufactured in hundreds of factories all over the country and assembled as quickly as possible.

Consequently, the Hog Island freighter was straight and square, a ship that could be turned out as well by a bridge builder as a shipbuilder.

She was a strange looking vessel, sporting a flat deck without camber or sheer. She had virtually no deadrise (the upward slope of the hull from keel to the sides) and no "tumble-home." The midships section was almost as square as a box.

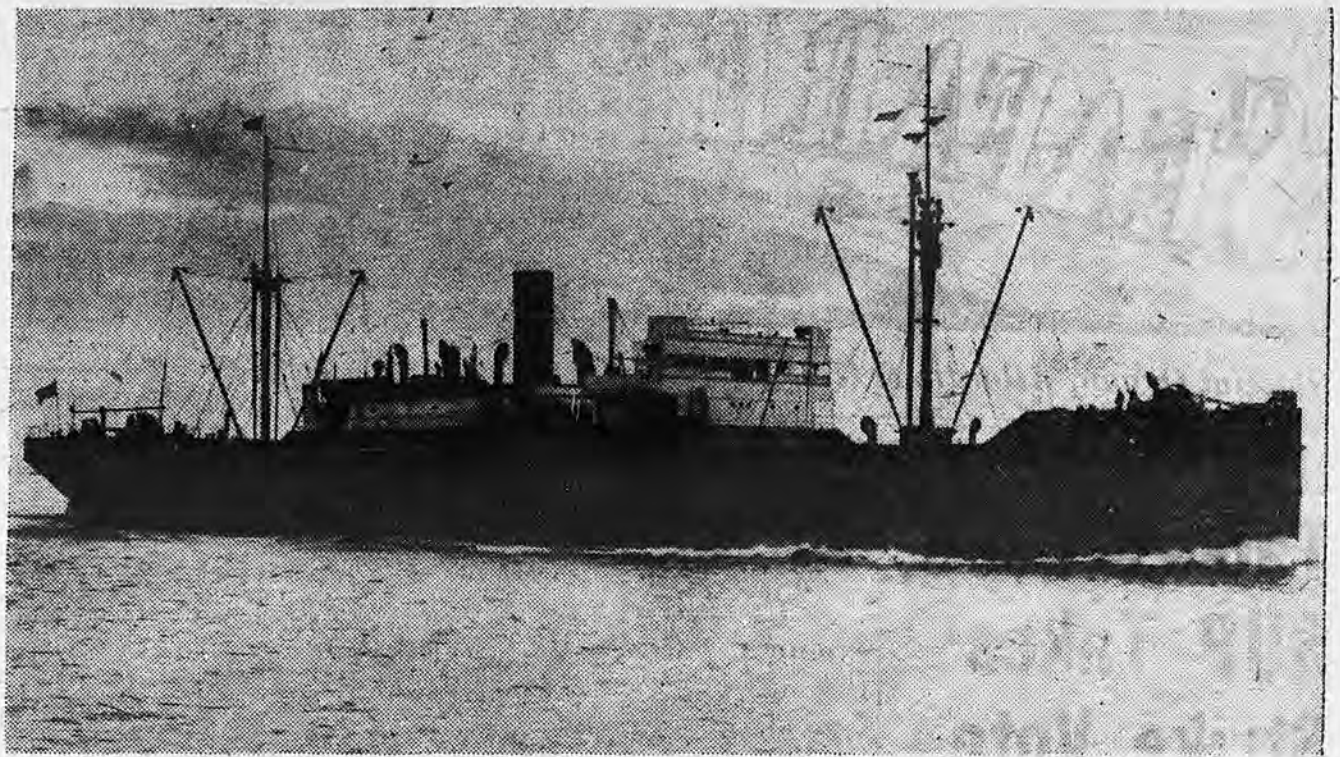
Distinguishing feature of the Hog were sharp, straight lines, without the usual flare at the bows common to most ships and the traditional sheer along the sides.

## DEPENDABLE SHIP

She was criticized at the time of her building for not being a beautiful ship, but the Hog was dependable and seaworthy, nonetheless, and veteran seamen will vouch for the fact that she was a better seaboat for smooth riding qualities than Victories, Liberties, C-3s or any of the mass-built ships in World War II.

Few ships have ever been built that were drier at sea in a heavy blow.

Hogs were considerably altered in later years for various routes and shipping services.



This is the SS Schodack, typical of the Hog Islanders which were famous among American seamen of a generation ago. A product of World War I, the Hog has almost disappeared from the seas. Younger seamen, however, refer to any old ship as a "Hog."

United States Lines operated a fleet of them on their service to England and Ireland, with conversion for passengers.

These were successful ships and ran until the start of World

War II, when they were put under the Belgian flag. They were (all with the prefix "American" to their name) the Press, Shipper, Farmer, Importer and Traveler.

Moore-McCormack Lines also had a fleet of converted Hogs on their Scandinavian service, including the once well-known Scanmail, Scannenn, Scanstates, Scanyork and Scantic.

All of these ships that remained under the American flag by December 7, 1941, saw extensive service in carrying the cargoes of war to the fighting fronts.

A number of them made the run to Russia, including the Schoharie of South Atlantic, a hard-fighting Hog that shot her way through to Murmansk against subs and planes in famous convoy PQ-18, Sept., 1942.

## WAR SERVICE

A total of 58 Hog Island ships were sunk in World War II, and of the remaining Hogs still in service 56 survived. 1940 saw a loss of four; nine went down in 1941 and 32 the next year. Thirteen more were sent to the bottom before the end of the war. In addition, 37 were transferred to foreign flags; 11 to Brazil and 10 to Great Britain.

Most famous of these old freighters were the Robin Moor and the City of Flint, the latter becoming a cause celebre after it was captured by the German battleship Deutschland in 1939, and interned for a long time in Norway. The Robin Moor was torpedoed in May, 1941, long before our formal entry into the war.

## To The 'Hog'

When oldtimers get together, when old hands are at the bar,  
When the talk drifts 'round to shipping wherever seamen are,  
They will praise the tankers and admire the trim C-2  
And give credit to the Liberty, where credit may be due;  
But there is one thing certain—as sure as "channel" fog—  
That when the toasts are offered, the oldtimers hail the Hog.

Wherever seamen gather and oldtimers drink their beer  
You will hear them tell the praises of that ship without a sheer.  
She isn't much to look at—she isn't trim and fine  
For the architects had made her too darn straight of line.  
But she's good in heavy going and she's steady down below,  
And she rides like a liner in a North Atlantic blow.

She carried coal to Rio and went to Trinidad for ore;  
She freighted tea from Ceylon and hemp from Singapore.  
Every pilot knew to see her from the Hudson to the Clyde,  
For there's not a dock the whole world 'round she hasn't been beside.  
The 'mamselles in the Skipperstrasse, in Limehouse and Marseilles,  
Knew her like the girls in Shanghai half the world away.

Yes, wherever sailors gather and oldtimers quaff their beer  
When the talk drifts round to shipping, many stories you will hear.  
—How they sank her short of Murmansk, how they bombed her  
How she took the cargoes over till new ships were on the way.

Aye, they'll sing the praises, as they gather 'round the bar,  
Of the C-2 and the Liberty and other ships at war,  
But of this you can be certain—as sure as English channel fog—  
That when the toasts are offered, the oldtimers hail the Hog!

## Upgrading Course For Stewards Department Men

The following item was submitted by members of Local Union No. 126 for "educational purposes."

As a baker in the Navy, I ran across the oddest formula for making bread that I have ever seen. It was given to me in the Philippines and was said to have been used by an infantryman when the regular baker was wounded. It looked to me like a gag. But gag or no gag, here it is, verbatim:

### RESAPEE FOR BRED

Furst you take 5 handfulls of sugar. Enuff lard to make hevvy paist when you mix it with sugar. 4 or 5 good pinches of salt. If you use seawater forgit the salt. 5 helmits of flour. Handful of spud yeast (which you gotta make yourself). Sometimes this

In line with SIU policy to pass on to the membership the latest developments in Maritime the following, taken from the BAKERS' AND CONFECTIONERS' JOURNAL — which in turn swiped it from the AMERICAN BAKER — is directed this time to the Stewards Department men, more specifically to the Bakers.

We hope the Bakers and the membership all benefit from this astounding recipe.

is to much an then agin it aint, its done. The mixin, that is. If its rainin you gotta use more. Now it will start puffin up. 1 helmit of water, size 7¼. (if it dont that wont hurt it nun). If using swamp water boil furst. Us bakers calls this fermentin. If using helmit that sniper saw That a mess of little bugs inside furst, afor you saw him, hold making alcahol, I think. Inyway, like a bowling ball. Directions from this point on you gotta start fer puttin all this together: It beun more carefull cause this dont make much diff. how you doe is reel delicut. After it puffs mix this but do it fer quite up reel big, nock it down. Sum- awhile. It will git real thick. times it will fall all by itself and When it gits to where you cant save you the truble. Cut it off hardly git your hands out, then in chunks with your bayonett

and wad it up in balls bout the size of your hed. You should git bout 3 bolls. It shoold rize agin, then its redy to eat after you bake it sum. If you cant find iny bred pans you can mash up sum tin cans and use them. You'll find that the bottums will burn furst so about ½ way thru you gotta turn them over. The furst time you make this bred it mite not be so hot but its eazy after a while. This resapee is by radio. This is anuff stuff fer bout 50 min but if the furst few min in chow line duz a lot of bichin you'll have anuff for the hole iland. O yes, if your making this for the C.O. it gotta be nicer and richer so thro in an extra handfull of suger.

—By W. H. Ormsley in the American Baker.