



SIU Man Awarded Medal

NEW ORLEANS, La. — SIU member Kurt Gonska, water-tender aboard the SS Carrabelle when it was sunk by enemy fire in the Gulf of Mexico in May, 1942, was awarded the Mariner's Medal during ceremonies at the United States Industrial Chemicals, Inc., plant Friday of last week.

Gonska was one of the men who helped pioneer the organization of the SIU in the Gulf a number of years ago.

The medal, the first presented to a living seaman in New Orleans, was awarded for the injuries Gonska received when the lifeboat in which he and 23 others were escaping from their sinking ship was struck by enemy shell-fire. Twenty-two of them were killed. Gonska and Second Mate Frank Santina were blown clear. Gonska, suffering a shattered jaw and minus his right arm, was helped back aboard the sinking ship and into a life raft by Santina.

(Continued on Page 4)

Passports For Merchant Seamen Compulsory By State Dept. Ruling

The following letter and excerpt of ruling regarding Seamen's passports, which clarify the regulations have been received by the Union:

DEPARTMENT OF STATE
Passport Agency
Sub Treasury Building
Wall Street
New York City (5)

July 19, 1944

Seafarers' Int'l Union
2 Stone Street,
New York, 4 N. Y.

Dear Sirs:

On the attached sheet of paper is an excerpt from a letter addressed to the Commissioner of Customs, Washington, D. C., by Mrs. R. B. Shipley, Chief of the Passport Division, Department of State, Washington, D.C.

The excerpt is self-explanatory and is being forwarded to you as the Department has urged that we circulate the information contained therein among seamen and those who are concerned with matters relating to seamen or vessels plying between ports in the United States and ports in foreign countries.

Very truly yours,

JAMES J. HUGHES,
Passport Agent

John Hawk Recommends Opening New Halls In Charleston And Houston

By JOHN HAWK, Secretary-Treasurer

The report of John Hawk, Sec'y-Treasurer of the Atlantic and Gulf District of the SIU of NA recommends that a hall be opened at Houston, Texas on a temporary basis and staffed by a patrolman under the agency at Galveston. The report was concurred in unanimously by the membership meeting at the New York Branch, last Monday. Previous to this, action was taken at the prior meeting on a recommendation from Brother Hawk that a hall be opened at Charleston, S. C., to aid the Union's progress and organizational effort. This action was also concurred in by all of the Branches since it was shown that the area is very busy and an officer of the Union is needed there.

Brother Hawk's report follows in full:

New Orleans, Louisiana
July 21st, 1944

Dear Sirs and Brothers:

Visited the Tampa Branch and the Gulf Coast Fishermen's Union at St. Petersburg, Florida.

Also visited the N.O. Branch and attended the meeting there last Monday. The membership is proud of their new hall and that is easy to understand. The New Orleans Hall is the best we have

and is something to be proud about.

Went to Houston and Galveston, Texas and on checking up on the ship movements in both ports, I found that there is very few SIU ships paying off in either port. Since last March only occasional SIU ships have paid off in that area.

NEW SHIPS

Quite a few new ships built at the two Houston yards have been allocated to SIU contracted companies and were crewed up by the Galveston Agent. Five more ships will be allocated in the next 30 days to companies contracted to us. Most of the ships built at Houston go to Galveston to load cargo as Galveston is the main loading and discharging port between the two ports.

Galveston is closer to Texas City and Port Arthur than Houston. Beaumont and Baytown are about the same distance from Galveston as from Houston.

Under the present conditions the Union Hall at Galveston is closed most of the time because the Agent has to be out on the beat in Galveston, Texas City, Baytown or Houston wherever the ships may be and if there are several ships in, well everybody is out of luck because the hall is closed and only one ship can be boarded at one time. When this happens, if members that live in Houston travel 50 miles to register at the Galveston Hall and find it closed it is only natural for a

Tax Ruling For Canadian Seamen

Hon. Colin Gibson, Minister of National Revenue, said in the Canadian House of Commons recently that Canadian merchant navy seamen, held as prisoners of war, were liable to national defense tax arrears and income tax, according to the New York Journal of Commerce.

member to blow his top because he has to travel 50 miles back to Houston, make another round trip or 100 miles before he gets on the shipping list. This same condition exists for our members that live in Texas City and other ports in the area, and it is not a healthy situation.

REMEDY PROPOSED

The remedy for this situation I think is to leave the Branch remain at Galveston as there is more traffic in that port, and to open a hall in Houston on a temporary bases, for the convenience of the membership. However, if this is concurred in, I recommend that a Patrolman be stationed

(Continued on Page 4)

SIU Crew Satisfies Skipper

An SIU crew aboard the SS DELNORTE on her recent voyage was termed "capable and willing in executing their duties," as well as "satisfactory" in a letter from the master of that vessel praising the men who manned his ship.

The shipmaster declares that he wrote the letter to express his appreciation of this Union crew. The text of the letter follows in full:

SS DELNORTE

Seafarer's International Union
2 Stone Street
New York, N. Y.

Sirs:

It gives me much pleasure to report to your organization the satisfaction with the crew shipped from your hall last voyage. To the last man they proved themselves capable and willing in executing their duties and at all times were on the job.

Having expressed my appreciation to the members of the crew I wish to extend this to the Union Hall from which they shipped, it is with best regards, I remain,

Yours truly,

J. MORACCHINE, Master
SS DELNORTE.

New Bond Buying Plan Advanced For Merchant Seamen On Articles

Merchant seamen on some ships will now have an opportunity, for the first time, to have War Bond allotments deducted from their pay in an overall plan taking in the entire ship's company, as the result of a system adopted following a series of conferences conducted recently among Union officers, ship line officials and Treasury Department representatives. This was announced last week.

According to Harold L. Walker, field representative of the Labor Section, War Finance Division of Washington, D. C., the plan, when placed in operation will allow seamen to state the amount of their bond allotment before shipping out, if they desire to buy Bonds. On their return to a United States port, the seamen will then receive their bonds along with their wages at the time of pay-off, provided the run was for longer than one-half month.

James L. Houghteling, director of National Organizations, War Finance Division, said that this method, if extended to all ship

lines, would give all seamen the opportunity to purchase bonds with as much ease as a war worker in an airplane factory, at a shipyard or in any other stationary industry.

Others participating in the final discussions and agreeing to the plan were Captain H. Martin, first vice president, National Organization of Masters, Mates & Pilots of America; E. P. Trainer, business manager, local No. 3, Marine Engineers Beneficial Association; Morris Weisberger, New York agent, Sailors Union of Pacific, and vice president, Seafarers International Union, and Harold W. Falbee, New York representative, Radio Officers Union of CTU, AF of L.

SEAFARERS LOG

Published by the

SEAFARERS' INTERNATIONAL UNION
OF NORTH AMERICA

Atlantic and Gulf District

Affiliated with the American Federation of Labor.

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P. O. Box 25, Station P., New York City

MATTHEW DUSHANE - - - *Washington Rep.*
424 5th Street, N. W., Washington, D. C.

Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK (4)	2 Stone St.	BOWling Green 9-3437
BOSTON (10)	330 Atlantic Ave.	Liberty 4097
BALTIMORE (2)	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS (16)	339 Chartres St.	Canal 3336
SAVANNAH	218 East Bay St.	Savannah 3-1728
TAMPA	423 East Platt St.	Tampa MM-1323
MOBILE	7 St. Michael St.	Dial 2-1392
SAN JUAN, P.R.		
PUERTO RICO	45 Ponce de Leon	San Juan 1885
GALVESTON	219 20th Street	Galveston 2-8043

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ROOM 213, 2 STONE STREET
New York City (4) BOWling Green 9-8346

267

The Tragedy Of Errors

AN EDITORIAL

Looking backward. It is possible now to evaluate correctly the role and evolution of the Communist political Club called the National Maritime Union and weigh it in the cold balance of Judgment. We can now measure its real value, if any, in the maritime industry and to the seaman as an individual. For if it does not profit the individual it has no value whatever to the mass.

The rank and file, maddened by long continued depression which paralyzed American shipping were led to believe that the fault lay in the old ISU type of craft Unionism. They were sold the idea of industrial Unionism and Unity in the industry which were sound slogans in themselves but we see now were not meant to be carried out. They were catch phrases to mislead the seamen.

Thus the seamen, under the "leadership" of the Communists trained in Foster's old Trade Union Unity League school of skullduggery, were beguiled into following them in building the NMU. The movement was nothing but the extension, under a new name with the same old leaders, of the Marine Workers Industrial Union which disbanded in order to bore from within the ISU craft Unions.

Yet, if unity in the industry was ever their object, if their claims meant anything at all, they would have stayed within the ISU. The formation of the NMU by the dissident group labelling itself the "ISU rank and file" was in itself an act of ANARCHY and a splitting movement within the industry.

In this way their initial development was contrary to the practice of sound Union principles—unity of the working class to win better working and living conditions with a united front against John Shipowner.

The tom-toms of "Industrial Unionism" were kept beating along with the magic symbols CIO—CIO until men lost the power of reason and analysis. It was the old cult theory—the mumbo jumbo practiced in the African jungles by tribal priests.

Fakery? Yes!—and how!

The AF of L Unions are decadent shouted the high priests Hudson, Ray and their "Communist" followers. And the hungry and befuddled seamen took them at their word. They stopped thinking.

So they set out to capture the world, using the poor seamen as tools. Their Constitution was so framed that it

(Continued on Page 4)

WHAT'S DOING

Around the Ports

NEW YORK

All four of the resolutions of the coastwise referendum ballot have carried at a better than 10 to 1 ratio. The committee finished counting the votes up here this week.

This is very good and will prove highly beneficial to the growth and development of our Organization. Within a very short while, we will be able to own a Union Hall in every Port of any importance. In carrying these resolutions, the Seafarers took one of the biggest strides they have made since their origin.

BUSY WEEK

We had an unusual week here wherein for two straight days not a vessel paid off and then on the third day, no less than 15 of them paid off, all within an hour or so of one another. It really had the piecards here in super high gear and some of the boys worked until midnight in getting everything squared away.

We called for temporary Patrolmen with the necessary qualifications, to fill in for that day and with their help, everything was handled all right. However, if it is all the same with everybody concerned, we would appreciate it very much if we could get these pay-offs staggered during the week rather than catch 30 to 35 ships in two-days' time, then not pay off anything for the next few days.

That's the way it goes, however, and it all comes in for a lot of grief in the life of a piecard.

Patrolman Charles Starling paid off the Robin Locksley recently and according to his report, this was one of the best crews he has run into yet. They had all the ship's affairs in perfect order and all hands lined up to a T. This, no doubt, was because most of the crew were real union men.

You can certainly tell the difference in a ship paying off with book members and a ship paying off with a full load of trip cards. We can stand a lot of ships like the Locksley in this Port!

CONVINCED

Our relations with the Steamship operators in this Port are bettering; we have convinced most of these people that we are serious in our efforts for cooperation in paying ships off in such a manner so as to guarantee full representation for our members. We do not have near the trouble here in settling disputes that we have had in the past.

This makes it much easier on all hands involved and especially so for the members of the ships' crews. By having smooth relations, we are able to devote all of our time and thought in handling our members' beefs and as a result; it means more money for them and a lot less troubles for union officers.

BEEFS SETTLED

We have been spending quite a bit of our time within the past ten days on out-of-port disputes and have managed to settle most of them in favor of the membership. The Patrolmen in this Port have been doing a very good job in handling these out-of-port

beefs and are due a lot of credit for the good work that they have done.

The amount of money they have collected for our members in these disputes runs into thousands of dollars and represents a real financial gain to the membership.

We are at the present time working on six more of these out-of-town disputes and will have a decision on them very shortly. Upon the settlement of the beefs the Ports and the men involved will be notified of the amount due, and the details as to collection of the money.

NMU CLIMBS BANDWAGON

I noticed in the last issue of the Pilot, that the NMU commies are climbing on the Seafarers' band wagon in regards to fighting the lowering of the launch rates. Nine days after we brought this beef to the fore and after making a good start towards success, the Commies evidently felt that they would like to grab a little glory off for themselves and so Ham Head himself has come out with a great big squawk about the rates.

This is not the first time that the Commies have attempted to cover themselves with a coat of glory for something that the Seafarers has pioneered in fighting for, nor will it be the last time.

EDUCATION

Quite a few old timers have been coming through here recently and it looks as though some of them like the weather here (or the beer) as they have been around for several weeks. Among some of the boys drifting in here are many of the old time faces from the Gulf.

It's always good to have a few of these fellows around to ship with some of the younger mem-

bers and trip card men as most of the old timers know the score on how to keep a crew union-minded and a credit to the Seafarers. These old-timers are progressively educating the younger elements as to real trade Unionism that has been brought about by the SIU.

PAUL HALL, Agent

Union Members Help Burial Of Navy Gunner

The spirit of Brotherhood of the Sea was shown last week by the SIU crew on the Cape Corwin, a C2 operated by the Bull Line. Two days before the vessel arrived in New York a Navy gunner fell from the bridge to the boat deck, fracturing his skull.

The ship was permitted to leave the convoy and race for New York in a desperate effort to save the man's life. He died in the hospital from the injuries the same night of arrival day. His name as yet has not been disclosed by the Navy.

One of the other Navy men in the gun crew took up a collection among his fellows to help the lad's family and defray burial expenses. The SIU crew heard of it and all chipped in.

Patrolman James Sheehan donated \$5.00 on behalf of the Union, while the merchant crew gave varying amounts. Most of the officers and engineers also donated, some giving \$5.00 each.

Over \$125.00 was added to the collection made by the gun crew among themselves.

NOTICE!

The following letter has been received by the headquarters office of the Atlantic and Gulf District and is printed herewith for the information of the members involved:

WATERMAN STEAMSHIP CORPORATION

Mobile 9, Alabama

July 17, 1944

Mr. John Hawk,
Secretary-Treasurer
Seamen's International Union
Room No. 213
2 Stone Street
New York, N. Y.

SS ROGER GRISWOLD

Dear Sir:

We enclose copy of letter dated May 6th to the War Shipping Administration, this district, concerning overpayment to 6 members of the crew of the above vessel. We had reply from the WSA in New Orleans in which they advised that they felt your good offices would assist us in recovering such over-payments. We are completely aware of the fact that your union does not countenance such practices and with this in mind, we list below the names

of the men in question, together with their home address and amount of over-payments:

- Edward Thorpe, Jr. \$25.00
512 N. David St.,
New Orleans, La.
- Fred M. Easter \$50.00
Cliftonville, Miss.
- Junice A. Bourg \$100.00
438 Constance St.,
New Orleans, La.
- James T. Pittman \$100.00
1531 Carondelet St.,
New Orleans, La.
- G. W. Shows \$100.00
1333 4th Avenue,
Jackson, Miss.
- Ben J. Lawson \$100.00
1918 Philomene Avenue
Lincoln Park, Mich.

You may be sure we shall appreciate very much any efforts toward the collection of these over-payments since we are actually out of pocket the amount of \$475.00 and thanking you in advance for your courtesy, we are,

Yours very truly,
Waterman Steamship Corp.
D. ORREN,
Chief Accountant

All Agents In Branches Please Post On Bulletin Boards.

RESULTS OF COASTWISE BALLOT

THE FOLLOWING ITEMS ON THE RECENT REFERENDUM BALLOT WERE CARRIED BY A RATIO OF 10 VOTES FOR TO 1 OPPOSED AND BETTER THAN THAT UPON OTHER RESOLUTIONS THROUGHOUT THE EASTERN AND GULF DISTRICT. A FACSIMILIE OF THE BALLOT FOLLOWS WITH ALL THE PROPOSITIONS THE MEMBERS VOTED UPON IN FULL:

Seafarers International Union of North America, Atlantic and Gulf District

Constitution Amendment and Resolution Ballot

INSTRUCTIONS TO VOTERS—vote either YES or NO—mark a cross (X) in the square.
Do not use a lead pencil in marking the ballot — ballots marked with lead pencil will not be counted.
MARK YOUR BALLOT with PEN and INK or INDELIBLE PENCIL. DO NOT PUT ANY OTHER MARKINGS ON THIS BALLOT.

FOREWORD

THE ATLANTIC and GULF AGENTS ASSEMBLED at the RECENT ATLANTIC and GULF DISTRICT AGENTS CONFERENCE HELD IN NEW ORLEANS, LA., FROM APRIL 3, 1944 TO APRIL 5, 1944, DREW UP AND RECOMMENDED the ADOPTION of the FOLLOWING AMENDMENTS to the CONSTITUTION.

CONSTITUTION AMENDMENTS

Page 9, Article 4, Section 1 shall be amended to read as follows:
"Members upon joining the Union shall receive PROBATIONARY MEMBERSHIP CERTIFICATES which they shall hold for 12 months, having completed such probationary periods, paid 12 months dues, and taken the oath of obligation to the Union; they shall then be admitted to full membership."
Page 42, Article 24, section 8 (a) shall be amended to read as follows:
"Deceased members shall; if in good standing, upon entering hospital or at the time of death, be buried or cremated by the Union: provided death occurs at headquarters or any branch, or in the immediate vicinity thereof: The mode of funeral — whether burial or cremation — shall be left to the discretion of the Secretary-Treasurer or Branch agent unless the Union has been duly notified of a preference previously expressed by the deceased or his immediate relatives."
Page 43, Article 24, Section 8 shall have a new sub-section added to be known as (d) and shall read as follows:
"Under no circumstances shall dues be collected from any members entering hospitals in bad standing during their period of hospitalization. This clause shall also apply to members in bad standing being transferred from one hospital to another."

ARE YOU IN FAVOR OF ADOPTING THE ABOVE AMENDMENTS

YES	NO
<input type="checkbox"/>	<input type="checkbox"/>

TO PURCHASE TAMPA HALL

WHEREAS:—It should be the policy of this organization to buy its own property when opportunity presents itself, and we are financially able; and
WHEREAS:—Tampa is an important port in time of strike or lockout due to its geographical location; and
WHEREAS:—We now have the opportunity to buy the building, the hall we are now in, for a very reasonable figure; and
WHEREAS:—This building in comparison to the prices of buildings we are buying in other ports is a bargain; and
WHEREAS:—This property is in good shape and requires no improvements or alteration; THEREFORE, BE IT
RESOLVED:—That this Agents' Conference go on record to purchase this property in Tampa; and BE IT FINALLY,
RESOLVED:—That this Conference go on record to recommend that the membership instruct the Tampa Agent to elect a Committee, and along with the Secretary-Treasurer, John Hawk, negotiate for this property.

ARE YOU IN FAVOR OF ADOPTING THE ABOVE RESOLUTION

YES	NO
<input type="checkbox"/>	<input type="checkbox"/>

TO PURCHASE NEW YORK HALL

WHEREAS:—It should be the policy of the Seafarers' International Union of North America to own its own property in-so-far as the Union is able which is stated in the articles of the SEAFARERS' HALL ASSOCIATION, INC., (a non-profit corporation owned by the membership of the Seafarers International Union of North America, Atlantic and Gulf District), in order to provide assembly halls, recreation rooms, hiring halls and dispatch halls, etc., for merchant seamen, and
WHEREAS:—It is better for the Union to own and operate its own halls to prevent the actions of hostile landlords, who are often swayed by the monied interests and the shipowners in attempts to embarrass the Union, and
WHEREAS:—Properties are available now that will not be available after the war when realty speculators return to private business and will cause real estate prices to skyrocket, and
WHEREAS:—Such properties will become undeniable assets to the Union and form an admirable back-log to the Union's finances in the post-war period, through the Union not needing to pay high rents, and
WHEREAS:—The port of New York is the largest port in the Atlantic and Gulf District of the Union and accommodates large proportions of the membership at all times by virtue of its being the largest port as well as the District Headquarters, and
WHEREAS:—The purchase of a hall for the port of New York will aid the Union and give impetus to the organizing drives that the Union is conducting now and will conduct in the future, now, therefore be it
RESOLVED:—That the branch memberships of the Atlantic and Gulf District of the Seafarers International Union of North America go on record for the purchase of a hall in the port of New York, and be it further
RESOLVED:—That this question be placed on the next available membership referendum ballot for the decision of the membership, and be it still further
RESOLVED:—That this resolution be affective and contingent upon the passage of a building assessment by membership referendum ballot, and be it finally
RESOLVED:—That all members of the Seafarers International Union of North America work to heighten the efficiency of the organization by furthering its aims, interests and purposes and advancing its cause in every way possible.

ARE YOU IN FAVOR OF ADOPTING THE ABOVE RESOLUTION

YES	NO
<input type="checkbox"/>	<input type="checkbox"/>

FOREWORD TO RESOLUTIONS

THE FOLLOWING RESOLUTIONS ARE HEREBY SUBMITTED, THROUGH A MAJORITY VOTE OF THE BRANCHES, TO THE MEMBERSHIP.

IN ACCORDANCE WITH THE WORDING OF THE RESOLUTION, IT IS NECESSARY FOR THE MEMBERSHIP TO VOTE ON THE RESOLUTIONS THROUGH THE MEDIUM OF A REFERENDUM VOTE:

BUILDING FUND ASSESSMENT

WHEREAS:—Various branches of our Union having considerable difficulty renewing leases and are being compelled to move due to this, and this situation is very unhealthy and jeopardizes the very existence of our organization, and
WHEREAS:—The only solution to this problem is to own and control our own Union Halls which would afford maximum security to our Union and its membership, and
WHEREAS:—As the Agents' Conference recommend this procedure as the only practical method of combating hostile landlords actions, therefore be it
RESOLVED:—That each member be assessed \$10.00 for the purpose of creating a building fund, said fund to be used for the purpose of acquiring real estate wherein our halls can be maintained without any interference from outside sources.

ARE YOU IN FAVOR OF ADOPTING THE ABOVE RESOLUTION

YES	NO
<input type="checkbox"/>	<input type="checkbox"/>

John Hawk Recommends Opening New Halls In Charleston And Houston

(Continued from Page 1)
there and that he turn in his income to the Galveston Agent and that the Patrolman be accountable to him.

Under an arrangement like this members will be able to register at Houston and won't have to go all the way to Galveston, also a Union Hall will be open at all times in this area and there will always be a Union Representative available at one or the other union halls to receive telephone calls from the members, ship's delegates or other Union business.

PROGRESS

It is important that we have a man in Houston all the time as well as Galveston, because information regards all ship movements is easier to get at Houston and we might be able to make more progress.

At the present time we have 3 Patrolmen and an Agent at New Orleans. I spoke to our New Orleans Agent and he is of the opinion that they can manage the business in New Orleans with 2 Patrolmen.

It is also agreeable with Patrolman Clark to transfer to Houston as Patrolman. Under this arrangement it will be very little added expenses to the Union and more conveniences to the membership, therefore,

I recommend that Brother Clark be transferred to Houston as Patrolman.

Correction

(Last week, through a copy reader's error the vessel below was termed as belonging to the Robin Line, instead of Smith and Johnson.)

SS MATT W. RANSOM: Each man can collect \$125 attack bonus payable at the Smith & Johnson company's office.

NOTICE

Will the holder of receipt No. 34464 and the holder of receipt No. 34465 please call at headquarters office, or write in and state what dues and assessments were paid.

These receipts were issued by C. Haymond aboard the SS Finley P. Dunn, Waterman Line, which paid off in Norfolk, Va.

John S. Bryant will you please communicate with your mother at 300 Brannan Street, San Francisco 7, c/o J. Theo. Erlin Co. She is extremely worried.

Union Pennants

The banners of the SUP
Are seen on every global sea
The banners of the SIU
In brotherhood will see you through!
In every harbor of the world
We see our Union flags unfurled!

So flaunt your Unions to the breeze
The toast of men on seven seas
Progress and Strength go hand in hand
The proudest seamen of our Land!

There go the ships of the SUP
Manned by Americans proud and free
There go the convoys of the SIU
The cargoes which our strength renew
All honors to these glant men
By whose deeds Mankind lives again!

So flaunt the banners to the breeze
Salute these Unions on the seas
Progress and Truth walk hand in hand
With conscious worth on every strand!

Top 'n Lift.

War Aid Wins Dockmen Merit Award

PHILADELPHIA—The Navy awarded a Certificate of Merit here to Joseph P. Ryan, international president of the Longshoremen's Association.

The award was made during special ceremonies held in the Adelpia Hotel at a dinner highlighting a two-day session of the executive board of the ILA, which was attended by more than 200 men representing shipping interests along the Atlantic seaboard, as well as high ranking Army and Navy personnel.

Commander S. E. Mittler, of Washington, D. C., representing Admiral Ben Morell, chief of the Navy's Bureau of Yards and Docks, made the award to Mr. Ryan.

Commander Mittler praised the work of Mr. Ryan in helping to organize the Navy Seabees by recruiting specialists in dock installations and other mechanical fields.

Paul Baker, vice president of the ILA in charge of the Atlantic Coast District, praised the work of the organization in furnishing statistical material in the founding of the Seabees.

Naval and military authorities agreed that the union has done a magnificent job in loading the thousands of ships that have embarked for the war zones from East Coast ports. They said the union has given the government full cooperation and has religiously refrained from strikes.

SIU Man Awarded Medal

(Continued from Page 1)
Both men were picked up by a merchant vessel and taken to the port of New Orleans. Santana was awarded the Distinguished Service Medal by Admiral E. S. Land for saving the life of Gonska.

The presentation last Friday was made by Lieutenant Commander J. M. Wellener, officer-in-charge of the United States Maritime Service Upgrade school here. Lieutenant (j.g.) F. L. Dwinell told of the meaning of the medal, which was authorized by Congress in September, 1943, and said that Mr. Gonska was eligible for the Combat and Atlantic Ribbons, which will be awarded at some future time. W. W. Carre, general manager of the local company, introduced the speakers.

Gonska, 31 years old, was born in Allenstein, Germany. He has sailed on ships of the chemical company for eight years, and is now employed as captain of the plant guards, coming back to work after seven months spent in the Marine hospital here. He and his wife, Essie, live at 1428 Cleveland avenue, New Orleans, La.

Attention!

Will Rufus O'Neal and Barnwell Petermann, No. 31154, please come to headquarters office, Room 213, 2 Stone Street, New York, N. Y.

The Tragedy Of Errors

AN EDITORIAL

(Continued from page 2)
did not define the limits of or the nature of their enterprise and even the word seamen were left out. They substituted the word "workers." Their jurisdiction, Licensed or Unlicensed, was not mentioned. All bars were down. They would organize everything that floats into the NMU, East of the Sun and West of the Moon.

Lo and behold! the old derelict Unions of the AF of L which they had declared dead and buried proved to be very much alive. The Licensed Officers organizations resented the NMU attempt to smash or capture them. The West Coast Unions of the Unlicensed resented NMU raids on already organized territories.

The harbormen rejected the NMU after vast sums of money had been expended by the Communists. All they could show was fat livings as long as the money pumped in by the treasury of the UMW held out. It has never been repaid and the Communist payroll parasites never had any intention of repaying these loans.

They moved in on shipyard workers and cashed as usual and later were forced to disgorge. But, they kept the money.

They moved in on the West Coast Unions, boring from within, were defeated and kicked out even by the sister CIO Unions, the Marine Cooks & Stewards who correctly wanted to keep their own identity and jurisdiction.

They have been dramatically defeated on the

Great Lakes and rejected by Lakes seamen for the same reasons. After six years of effort on the Lakes their gains are negligible. The drain on the treasury is a white elephant of no small proportion, yet to retire from the Lakes would mean recognition of the fact that they have long since reached their apex and limits and are being driven back to their fundamental area of operations on the East Coast with jurisdiction over UNLICENSED SEAMEN ONLY.

The restriction must force a revision of their Constitution in line with their actual dimensions and the facts of life. Their failure, based upon full recognition of these facts by all seamen, are slowly but surely constricting them in ever diminishing circles. Their fall is certain!

Only the war and the influx of thousands of newcomers pouring their hard earned money into their coffers keeps the NMU-CP afloat today. Their wealth derived from these sources is a mirage for the NMU-CP has already failed dismally in all its efforts. It is organizationally and morally bankrupted by their failure to seize control of the industry.

Today their only safety lies in Labor frontism and foisting a Government-Employer-CP-NMU leadership combination upon their members.

The operators are called in by these labor fakery turned politician and offered control of the shipping halls to make the "industry work." They insist upon Government officials and ship-

owners' cooperation with them "In the interests of the war effort" and cover their sinister anti-Labor actions by flag waving.

Yet, they cleverly dodge the ships by all the means in their power. They are on the high road to a Totalitarian system in which they hope to sustain themselves over the NMU membership and the seamen as a whole.

Thus a pseudo "progressive" movement labelling itself "Industrial Unionism" has evolved in a few short years into Labor frontism a la Adolph Hitler's Nazi Germany—or so they hope. They have become ultra reactionary tools of the employers and the Government. They are a menace to honest American Trade Unionism and to all seamen and our way of life.

They have become bitterly reactionary against any or all democratic expressions within the NMU itself which may threaten their despotism and dictatorship.

They have usurped the power of the rank and file.

Nepotism rules the roost with the payroll under control of the Party through these CP leaders. And with the payroll control goes the power to hatchet. Such is the life and death of the CP-NMU ex-MWIU in a few short years. Its days are numbered!

Only the war prevents its collapse. In the meanwhile the living standards of the seamen are being upheld by the SIU-SUP of the AF of L. Time marches ON.