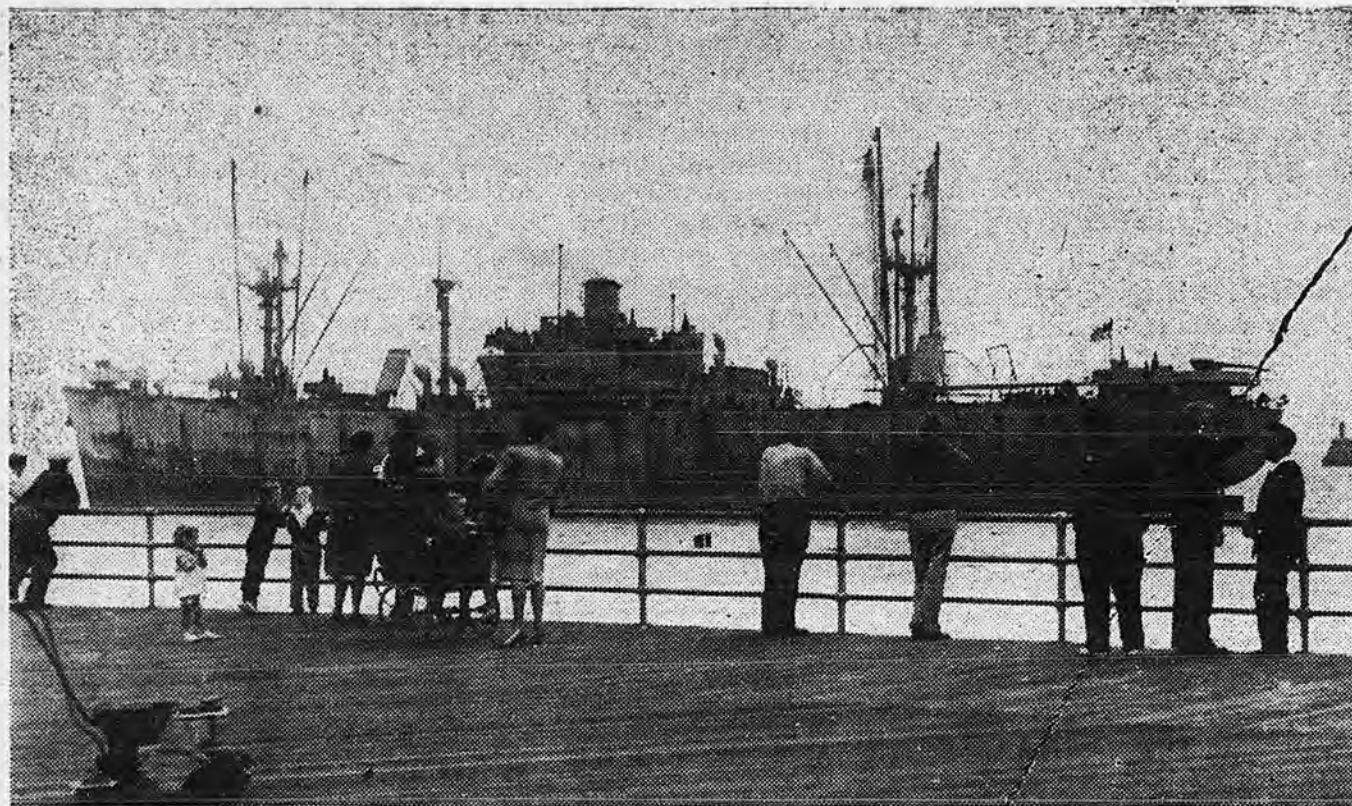


THE S.S. BEACHCOMBER



SIU crews have been in some mighty strange ports in their time, but none more unusual than the one visited last week by the crew of the SS Arthur L. Perry. Running light from Norfolk to New York, the Perry ran into a pea-soup thick fog, and then went aground. When the fog lifted the crew was face to face with strollers along the boardwalk at Rockaway Beach, Queens. The crew remained aboard the ship, and with the aid of two Navy tugs got their ship into deep water without any damage, and proceeded to Staten Island.

Brothers Mickey Briggs, 2nd Cook, Mike Sokolowsky, AB, and George Lempke, AB, reported the case to the union. As yet they have not presented any beach-head beef.

We Are Welcomed By The Man In The Pince-Nez

(Or, How To Win Friends
And Influence People)

It's a pretty fancy neighborhood into which the Seafarers moved in New York, right in the heart of the financial district. The hall is flanked on one side by the Manufacturers Trust Company and on the other side by the Corn Exchange Bank and Trust Company. Half a block to the east is Delmonico's Restaurant (now Oscar's), and across the street from that is the marble and limestone building which houses the investment house of Lehman Brothers.

Needless to say, it is not a neighborhood which accepts kindly the taking over of one of its better buildings by a trade union. A demonstration of how our new neighbors felt about us came shortly after the carpenters and plasterers began to remodel the building last month.

Old plaster and dirt was being carted out the front door and loaded into a truck one afternoon when down the street came one of "New York's finest." Directly behind the flatfoot marched a round little man wearing a pin stripe suit, a pince-nez and

(Continued on Page 2)

SIU MAN TO DIRECT AFL SECURITY DRIVE

Brother Nelson H. Cruikshank, a member of the Great Lakes District of the SIU, has been appointed director of Social Insurance for the American Federation of Labor.

In his new duties, brother Cruikshank will organize support throughout the country for enactment of the Wagner-Murray-Dingell Bill, which incorporates many necessary amendments to the Social Security Act. Cruikshank will function in close cooperation with State Federations of Labor and city central bodies, whose aid he will seek to enlist in the campaign for the proposed legislation.

An Old Timer Recalls Early Union Struggles

By Freddie Stewart

The following is without prejudice, selfishness or conceit, but with respect to the old and conscientious members of the Seafarers International Union of North America. In the infant days of the SIU "a bitter struggle" was the words used frequently to describe the unfavorable conditions that existed.

The militant ideas of the rank and file were still simmering, influenced by the effects of unfavorable conditions. These men, a few in number, exploded in terms of resentment which led to strikes and bloodshed, displaying their unwillingness to continue their struggles under these cir-

cumstances for livelihood.

Members of the old school provided militancy and action and parceled this infant (SIU) with hopes of better achievement.

The funds were low in figures. Internal troubles in the struggle for existence prevailed.

(Continued on Page 3)

N.Y. Branch Warns On "Shifting Ship" Coast Guard Beefs

If you want to avoid a heavy log or the chance of having your papers suspended be sure to ask for a signed pass when going ashore in foreign ports. The Special Services Department in New York emphasized this warning last week after handling scores of cases for SIU men who missed their ships abroad, going ashore and returning to discover the ship had unexpectedly moved. Although the men concerned were not at fault, heavy fines and suspensions have been ordered by the Coast Guard or Shipping Commissioners. In most cases these have been successfully appealed by the union, but it involves delay and inconvenience for the men involved.

GET A PASS

With a pass (preferably in duplicate) signed by the purser, mate or watch officer, stating the time of shore leave, you have definite proof against later charges of "missing ship" or desertion.

Among recent cases handled successfully by the Special Services Department was that of a Smith and Johnson Liberty just back from England.

Several men had gone ashore with an officer's permission at a port in Wales. When they returned they found the ship had unexpectedly shifted and it took them six days to rejoin. The skipper logged them for the days they missed, using the money for a division of wages among the crew who stood their watches.

VETERAN SIU MAN CAN STILL "SPOT A PRETTY GIRL"

Enthusiastic union booster is brother William Kemmerer, original SIU member, who produced well worn book 3367 in New York last week and paid his dues ahead to the end of 1946. If there's anyone up and down the coasts who can beat that, brother Kemmerer would like to see them.

Nearly seventy and "still going strong" brother Kemmerer vows to keep sailing as long as he can lift a skillet and scramble an egg. And that, he says, is going to be quite a while yet. "Anyone who can spot a pretty girl as far away as I can," he says, "Isn't going to miss that island run."

Kemmerer recently returned from a Caribbean trip and spent a short time in Marine Hospital, Staten Island, where he appreciated the cigarette service provided by the SIU hospital delegate.

In New York the union appealed the logs and had them reduced to two days each, effecting a total savings for the men involved of more than \$125.00. One man, who produced a pass signed by the mate, had his log entirely suspended.

Among these union brothers benefiting by the Special Services Department work on their behalf were Joseph Fulinsky, AB; Lamuel D. Summarlin, AB; C. M. Wiggins, AB; George D. Eaton, 2nd Cook and Howard Holland, Oiler.

Skids For "No Strike Pledge" Hints Frey

In reviewing the "wage run-around" which the War Labor Board has given the shipyard workers in the past year, John P. Frey, president of the AFL metal trades department, warned this week that his unions would soon ditch the "no strike pledge" unless their just demands were met.

Frey's particular beef was the fact that certain wage increases had been negotiated between the union and the shipbuilders, and had been knocked out or given the pigeon hole treatment by the board.

In a personal statement to the Board Frey said, "We are not here pleading with your board. We are here to tell your board some things, the telling of which is perhaps long overdue . . . It is an open question if the Government fails to carry out the provisions of an agreement it has negotiated with labor, whether labor is any longer bound by other provisions of such an agreement, I place this question before you in all candor and seriousness, for upon your answer will depend the position which labor takes."

"The WLB declined," continued Frey, "to grant any increase in wages. In other words, the WLB set aside the agreement with shipyard labor to which the government was a party."

SEAFARERS LOG

Published by the
**SEAFARERS' INTERNATIONAL UNION
 OF NORTH AMERICA**
 Atlantic and Gulf District

Affiliated with the American Federation of Labor

HARRY LUNDEBERG - - - - - President
 105 Market Street, San Francisco, Calif.

JOHN HAWK - - - - - Secy-Treas.
 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)	51 Beaver St.	HAnover 2-2784
BOSTON (10)	330 Atlantic Ave.	Liberty 4057
BALTIMORE (2)	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS (16)	339 Chartres St.	Canal 3336
CHARLESTON (9)	68 Society St.	Charleston 3-2930
SAVANNAH	220 East Bay St.	Savannah 3-1728
TAMPA	423 East Platt St.	Tampa MM-1323
JACKSONVILLE	920 Main St.	Jacksonville 5-1231
MOBILE	7 St. Michael St.	Dial 2-1392
SAN JUAN, P.R.	45 Ponce de Leon	San Juan 1885
PUERTO RICO	219 20th St.	Galveston 2-8043
GALVESTON		

PUBLICATION OFFICE:

51 BEAVER STREET

New York, (4) N. Y.

HAnover 2-2784

267



• BY MATTHEW DUSHANE •

MERCHANT MARINE VETERANS ASSOCIATION

In response to a motion made by the Baltimore Branch, regarding information on an organization known as the "Merchant Marine Veterans' Association of the U. S."—which is presently distributing pamphlets urging support on certain bills before Congress, which would grant certain privileges to merchant seamen who have served during World Wars Nos. 1 and 2,—I have learned the following:

This organization was formed in Boston after the last war, and recruited most of its members from persons who had enlisted to serve in the merchant marine under the old U. S. Shipping Board. I have been unable to determine whether it was limited to persons only who served under the old U. S. Shipping Board.

Mr. Carl A. Meyers, "Comman-

der" of this organization, and other members, on numerous occasions have testified before the Committee on Merchant Marine & Fisheries, in favor of bills granting benefits to vets of the merchant marine. Their main objectives are (1) recognition as veterans, so they may join the various veterans' organizations; (2) privileges accepting veterans in civil service and other government employees; (3) hospitalization and the government to supply a flag upon death of the person (as is the custom for veterans).

This organization has not pressed any claims for financial benefits or bonuses for its members.

ELECTRICIANS

On September 22 the National War Labor Board approved of the recommendations made by the War Shipping panel, cover-

ing electricians' wages and working conditions. The panel recommended that electricians who hold a chief electrician's certificate, wage be set at \$207.00 per month. Electricians who hold an assistant certificate be set at \$137.00 per month.

This is to advise all agents that the panels thoughts on this matter were that the top job shall be the rate provided for by the NWLB—\$207.00 per month.

In the event any company calls for an assistant electrician and requests that the union supply them with a man with a chief's endorsement, then his wages shall be that of the chief, \$207.00 per month. Should the company call for an assistant electrician and they specify that he shall only have an assistant's endorsement, then his wages shall be \$137.00 per month.

Two New USS Clubs Are Opened

The Hotel Continental at Marseille, France, has been taken over by United Seamen's Service and the War Shipping Administration as a residential club for American merchant seamen, it was announced this week by Douglas P. Falconer, executive director of the Service, which is a member of the National War Fund. This acquisition increases the number of USS world-wide facilities to 122.

The United Seamen's Service, in co-operation with the War Shipping Administration, will open a residential club for American seamen at Port Said, Egypt, it was announced by Douglas P. Falconer, executive director of the service. This will be the third USS-WSA residential club operating in Egypt, the others being at Alexandria and Cairo.

"SIU At War" Again Praised

Another letter of appreciation for the job the Union has done on the pamphlet, "The SIU AT War" has been received by the LOG from one of the Union Brothers at present in the Army.

The letter reads as follows:

813 A.A.F. Base Unit,
 September 5, 1944.

Dear Editor:

I received my copy of "The SIU At War," and I sure was more than glad to get it.

I have thought lots about the boys who were riding those ships and the only regret I had was that I couldn't be there, too. Going to sea is one hell of a sight better than the Army.

I hope to be back with you before long as I expect to pay off before so very long. Just as soon as the demobilization order goes into effect.

I missed my copy of the LOG with the names of the SIU's missing in it. Sure would like to have one though. My address has been changed several times, but I have never been able to get the office to change there, so by the time my paper gets through three or four stations it either gets lost or is terribly beaten up; not that I don't welcome every copy. So please change my mailing card to the above address.

Keep the LOG logging till I can get back!

Sincerely,

Cpl. C. B. WILSON, 6373152,
 SIU Book No. 8056, Retired

(The Brother's request for change of address has been complied with.—Ed.)

Keep In Touch With
 Your Draft Board

(Continued from Page 1)

a Dewey moustache. "I got complaints," said the cop, jerking his thumb toward the solid citizen behind him. "You have been raisin' too much dust and annoyin' the neighborhood."

The workman demanded, in his most polite tones, just how in the hell the cop expected him to load plaster into the truck without raising a little dust.

"Yah, yah, yah, I know," said the cop, "but don't raise any more than you hafta."

The pillar of law and order then turned to his client and shrugged his shoulders as if to say, "Well, what can I do?"

"Huh!" snorted the delegate from the banking industry, "I can see we're just beginning to have our trouble now that a

union has moved into the neighborhood."

As the work on the building progressed, more and more of our new neighbors began to gather in little knots in front of 51 Beaver Street, beating their gums over the invasion of their sacred territory. But the payoff came when the new sign was erected.

The sign runs up the front of the building three stories high, and reads, "Seafarers International Union of N.A." in letters two feet tall. When this sign went up the bankers and their stooges stood around catching flies for hours on end.

We have heard that they went back to their offices and gave orders that none of their tellers or clerks or stenographers should walk on Beaver Street. After all, "union" is a horrid word.

Memorandum For Seamen Applying For Passports

Seamen should apply for seaman passports in the offices of any Collector of Customs; Clerks of Court having naturalization jurisdiction; or Passport Agents of the Department of State in New York City, Miami and San Francisco. A receipt will be issued for the fee of \$1.00.

A receipt, not older than six months, may be used for shipping out instead of a seaman passport until November 15, 1944.

On and after November 15, 1944, a seaman will be required to have a seaman passport before he may ship foreign as other American citizens are now required.

If a passport is not received promptly a seaman should visit the nearest Collector of Customs give his full name and address, date and place of birth, date and place of application, and address

of Collector of Customs to which seaman passport was to have been sent. Then request the collector either to telephone or telegraph the passport division for information.

Do not forget the address of the Collector of Customs to whom passport was to be sent.

If a seaman receives a letter of refusal for a passport he should apply to the nearest district office of the Coast Guard and request a formal hearing of his case.

Seamen Compensation

WASHINGTON, Sept. 21 — The House today completed action on legislation to provide lifetime compensation for merchant seamen permanently disabled from war causes, and sent the bill to the White House.



—Justice

WHAT'S DOING

Around the Ports

NEW YORK

The committee elected here a week ago to negotiate with the shipowners regarding a wage and overtime increase met with a committee from the operators and gave them our proposals as adopted by the membership at a recent meeting. Only one of our points was accepted by the operators and the remainder of them were referred to the War Labor Board in Washington, D. C.

The Seafarers have timed their submission of proposals very nicely so as to come in between the long-looked for breaking of the "Little Steel Formula" and the National Presidential Election.

The company, in turn, countered us with a proposed contract of their own and Brother, it was indeed a "Shipowner's Dream."

Not only would they have us lose practically all of our conditions if they had their way, but we would also be taking wage cuts in every rating. This is only a small example of what would happen to seamen today if they did not have proper representation.

The Beachhead Beefs which we have been working on up here are now beginning to pay off and all of our operators have either paid or have agreed to pay this dispute with the exception of one outfit. On the face of all other companies having paid this identical thing, there is no question but what this one operator will also pay in the near future. This has been a rugged dispute and we were glad to have settled it in our members' favor and hope we get no more beefs of this nature in the future.

A committee of the Seafarers, composed of myself, "Frenchy" Michelet, and John Hawk met with the Food Administrator of the WSA along with representatives of all other maritime unions. Various problems were discussed at this meeting concerning the accumulation of stock piles of food in war zones where ships often times shuttle and consequently run low on grub.

The Seafarers recommended an extension of two weeks to the training and up-grading program for all men, thereby further guaranteeing their being competent men upon graduation. There were various "experts" in at this meeting regarding the handling of food, preparation of menus, recording of all disputes on food, etc.

This is "a la bureaucratic style." It seems as though nowadays when you deal with any government agency or representative, you also deal with the usual batch of "experts." We hope that we have better luck with them on this proposed set-up for food administration than we have had in the past. We have instances where this same division of the WSA has had officials deliberately advise companies by letters and conversations not to pay overtime on disputes that we had.

I refer to the acting district port steward for the WSA in this area. We cannot cooperate with these people on anything until

they realize that our contracts are to be respected and our dealings with the individual operators with whom we hold contracts are not to be interfered with in any manner. We are attending another meeting shortly on this, and we shall keep the membership informed as to the outcome.

The Seafarers recommended to the various government agencies and all maritime organizations that a meeting be held in this port as soon as possible regarding the overcharging of seamen by ships' chandlers placing slop chests on board the various vessels. This has long been a sore spot with practically all seamen, regardless of affiliation, and it is the opinion of the Seafarers that if we push this beef, we can go a long way towards not only guaranteeing decent prices for slop chest materials, but also guaranteeing a much better quality of all gear placed on board ships. We have had instances on ships going into the cold weather zone with only two sets of heavy underwear and seaboats and no heavy gear at all. This is something that should be put a stop to and in making an issue of this particular thing, the Seafarers no doubt will show the way in correcting this issue.

Disputes pending in this port sent in from outports, as well as local beefs, have pretty well been cleared up now and the ports have been notified. One of the last left is the SS ROGER GRISWOLD, which paid off in an outport and which we are going up today on, to take up with the Waterman SS Co., along with several of the crew members of that trip who are in New York on the beach. A few remaining disputes which we have on hand will be handled within the next three days and the men and the ports involved shall be notified.

In line with several other requests made on this particular thing, I would like once again to ask all members, as well as union officials from outports, who submit disputes to New York for settlement, to be particular with the details of every beef, taking care to give a clear picture of any dispute sent here. By doing so, it means that the man involved can collect his money quickly and the union officer handling the beef will have a lot less grief.

PAUL HALL, Agent

PHILADELPHIA

Well, here we go again. It has been some time since we have written in to the LOG. The original Three Musketeers are disbanded, but the new gang will try to take over where the other three left off.

A lot of water has gone over the dam in the past two years. We have become prosperous, let us hope that this does not go to our head too fast. You guys must realize that when the war is over we are going to have a get-together with John Shipowner, and if we spend all our dough now we will have no ammunition to work with when the great battle takes place. I know that a lot of

us must be thinking of what happened in the last grand parade, it took a lot of money for us to set up stew pots, flop joints and etc., so when we decide to spend our money let us think of these things first.

Izzy Cohen paid our fair port a visit recently, and he stated that as the union hall in New York was so superior to ours here in Philly, he was sorry but in the future he was going to ship out of New York.

Our Agent has gone whoopee, he has purchased a new desk and a chair and if you look at it cockeyed he will give you a GROWL.

We are now being confronted with a new problem, it seems that when we call the RMO for men they send us these kids between the ages of 17 and 18 and we dispatch them to the various ships. They then sign on and then the last day when the ship is ready to sail some of the irresponsible kids get off. The RMO when informed about this, tells us that as the kids are under age, they cannot control them. They further stated that if they were eighteen or over, that they could control them, as when they got off a ship at the last minute they the RMO, would notify their draft board and they would be inducted into the service.

I do hope that the membership takes special notice of this; when you are on a ship in Philly and you are at Piers No. 94, 96, 98 and 100, you are in an Army Base, and the officials here cannot get into those piers. So this being the case phone your beefs into the hall and we will take care of them for you. And if in the event you are at these piers and you are going to pay off insist that you pay off at the head of the dock in a room that is provided for that purpose by the Army.

If you insist on this procedure, the army will allow us to be present at the pay off and we will be able to take care of your beefs. However, if you pay off on any ship in these piers we cannot get aboard the ship and if we can't get aboard we can't represent you.

Another problem that we are having these days is, that when a ship pays off some of the crew, and they aren't young members of the union either, are getting 5 and 6 days off. Well, this in itself seems harmless, but the catch is after three days off you are automatically finished with the ship unless you call the hall for a standby. So taking six days off you should come into the hall and register and take your regular place on the shipping list, unless, of course, you have called the hall for a standby, and in this case you are entitled to go back on the ship in your old job.

Another bad feature is when you shove off without a standby man in your place the overtime for Saturday, Sunday and Holidays goes over the dam. Another bad thing is men being promoted aboard the ship without contacting the hall. By this we mean, being promoted before making a round trip and going from the lower brackets to the higher rat-

An Old Timer Recalls Early Union Struggles

(Continued from Page 1)

The true spirit of unionism and democracy was practiced by a few.

DIME A DOZEN

It should give you the shivers and me no greater pain than to mention, jobs were tough to get and the seamen were commonly known to be a dime a dozen. Not to mention the hardship it was to pay one dollar and a half per month dues and contributions here and there for upkeep. Of course this called for sacrifice and men learned the advantage of time and effort. The combination of both registered well. As a result, today, we are grateful for a hiring hall, the constitution and it's "bill of rights," the shipping rules, and most of all the best collective bargaining agreement in the maritime industry.

Other maritime unions claimed and boasted about their ableness to provide jobs for all of their members, plus any person, group or groups that cared to join their ranks. Conditions weren't bettered any by rival union agitation. This constituted a single menace to our efforts to organize at the time.

Being punched below the belt by the shipowners, we learned the use of the motto, "Tomorrow is also a day." Thus, we have been successful in all our attempts to get better conditions.

BONUS STRIKE

What strikes me most at present is the Bonus Strike in 1941. We were persistent, courageous and determined. The strike committee functioned above par. Members and permit men were dispatched to all parts of the city with the spirit to carry out their tasks. All these things were done voluntarily without compensation, except for these conditions we enjoy today.

Soup kitchens were erected and provided for financially out of the strike funds. Cold-cuts and "coffee-and" was a tasty dish in those days. Incidentally, that is the first and last time that I witness-

Honor Roll

SS John Burroughs—

Crew Members:

E. R. Johnson, N. H. Smith, J. H. Thornton, G. W. Duncan, G. E. Huntzicker, F. Wagner, J. G. Avery, J. Self, Paul Chattey, H. C. Galloway, A. Ballard, E. L. Odom	\$89.00
Howard Halland	2.00
H. D. Branstion	2.00
Chas. Smith	2.00
Karl Green	1.00
Conrad Miller	1.00
F. Farnies	1.00
Richard Brady	1.00

ings. Another practice is contacting a ship that you sailed before and cooking up a deal with the brass hats to make a vacancy for you. Of course, we have no definite proof of this last act, however, just so as not to cause any misunderstanding, I would suggest that members stay away from ships unless they have business there.

THREE MUSKETEERS

ed the Stewards Dept. being praised in the Union hall.

ANDREW FURUSETH

If that "Grand old man of the Sea," as he was known to shipowners, could see conditions today he would turn over in his grave; in fact, he would be better identified as revolving Andy.

Let us give respect in terms of a brief pause in silence in memory of our departed brothers lost at sea through enemy and other actions. To those whom we offer the least are responsible, particularly, for this great union and the favorable conditions provided. They struggled, fought and died not only for the cause of this establishment but to perpetuate the existence of fair play.

We welcome the new comers. Under the provisions of the constitution you have the same rights as any other member. Among you are potential leaders, but we urge you bear in mind the cost—sweat, bloodshed, long prison sentences and sufferages that resulted in death that many endured for the Seafarers International Union of North America.

And lo, and behold . . . the infant is now a giant! This is no sideshow propaganda. Come and see for yourself. In the best business section of New York City, written in gold letters, suspended from the building for public view—the SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, 51 BEAVER ST.

U.S. Rounding Up Foreign Seamen

Alien officers and seamen serving aboard Allied merchant vessels who deserted their ships in United States ports to work ashore are now being apprehended by U. S. Immigration and Naturalization Service, and given the choice of returning to ships of their nationality or face deportation, War Shipping Administration announced.

WSA estimated that approximately 6,000 alien merchant seamen have deserted their vessels since the beginning of the war, and that most of them have found employment in private industry in the United States since.

Money Due

The following men have \$6.00 subsistence money coming: Geo. L. Bales, Berlis L. Glisson, Louis H. Redler, Carleton Amundson, Walter G. Riggs, D. C. Prevatt, Frank Dunovich, Joseph F. Broussard, Elvin I. Taylor, Thomas A. Forehand, Milton R. Williams, Thomas F. Hendricks, Leonard W. Kosicki, Samuel R. Hull, Donnie Stokes, Albert F. Eipper, Richard J. Goldston, Arthur B. McKinnis, Willie A. Young, James W. Stewart, Louis S. Roach, Clarence W. Griffin, Homer Terrell.

There is still some overtime and boat fare in dispute which was sent to Savannah.

JAMES TUCKER, Agent Charleston.

THE SAGA OF A DEEP SEA TUG

By Arthur Thompson

We thought it would be a good trip. None of us had any towboat experience but this trip promised us something novel, something new. We had been told by those who knew, that life on a deep sea tug was like a trip with one big happy family; or maybe it was scrappy family. Anyway that's how it turned out.

About half of the crew were old-timers. The mate and the skipper seemed to be OK. If they met some of the crew ashore they would sit and drink with them as though it were a common practice. But after we left the final U. S. port for foreign ports they changed over night. The mate didn't like the SIU or its agreements or its members.

He was used to NMU ships and couldn't savvy why we should have better wages, conditions, etc. It broke his heart to call any of the deck dept. for overtime and when our overtime ran into hundreds of hours he clamped down. He said he'd only give us overtime that he couldn't avoid. He said he'd give it to the gun crew before he'd give it to us. He kept his word, too.

When one of the sailors was sick, instead of calling the bosun to stand the watches and make some week-end overtime, he called out one of the gun crew. And on top of that he asked the bosun to put this work on his overtime sheet and pay off the gunmen. Of course, the bosun refused. He said, "You're the kind of guy who would spit on my front porch and then ask me to clean it up for you." (Only he didn't say spit).

The mate then tried to put the overtime on some one else's sheet but no one would play ball. As punishment the old man cut down on the draw, gave us no time off in a trip lasting seven months and raised hell because we weren't getting enough work done.

Of course, none of this made the crew very happy, and coupled with the rest of the hardships of the trip it's a bit surprising we got back without more trouble.

Of all the ports we hit there were only two where we could

get a glass of beer. In some of the ports we were denied shore leave. And on a forty-four day stretch without stopping, we had no more than a bucket of water a day to wash ourselves, our clothing and our bed linen. Shades of 1932.

And as for food, the last week we had hash for breakfast, dinner and supper with a change to hamburger now and then. For every port there was at least one fight. Two of the crew were left in jail and one went to the hospital with a fractured skull. The Navy gunner tangled up with one of the crew, threatening him with a gun and he lost his gun, a few teeth and a lot of prestige. The man he tackled was an old-time merchant seaman and it seems he wasn't afraid of guns.

Of course, we blame the old man and the mate for all the trouble. Chiseling on the overtime, cutting down on the food, refusing to stop for water, which could have been done at a number of places, can all be laid to them. This made the crew so touchy they'd fight just to let off steam and this could create nothing but bad feeling among union members and, of course, that is just what the shipowners want and it's something we should try to avoid.

The idea of this story is not to discourage anyone from sailing on tugboats. They are not bad ships and they pay better than freighters. But if you should bump into Captain N. Nielsen or Chief Mate Mack, be on guard. They'll be nice until you leave the U. S. and can't get off the ship. Then the fun begins.

In Memoriam

brother
LESTER M. WILLARD, OS
Died in
Staten Island Hospital
August 18, 1944

Editor's Mail Bag

Dear Sir and Brother:

Just happened to think of something that may be worthwhile taking up, and then again it might not. There is nothing like trying so I'll lay it on the line and see what yours and the membership's opinion is.

First, why not run a question and answer column in the *Seafarers Log* for the membership's benefit in inquiring about the various types of disputes and also about the various duties. This should tie up with the Seafarers' educational policy and would be of a large interest to all of us members.

Secondly, why not run the New York Patrolmen's reports in the *Seafarers Log* because of the fact that practically 75% of all our ships pay off in that Port. In this manner, the membership could keep up with the union's affairs and the various disputes very easily and should work to their benefit all the way around.

Like I say, I don't know what you think of this, but I have spoken to quite a few members and they all seem to be of the mind that it would be a good idea. How 'bout it?

Fraternally yours,
WILMER LEWIS, 21822

Chicago, Ill.
Sept. 17, 1944

Dear Editor:

In the Sept. 6th issue of the NMU "Pile-it" a letter written by a George Guilmet of the SS Scofield, Standard Oil of New Jersey tanker, who claims that discrimination of Porto-Ricans, Hawaiians and Filipinos is practiced in both the SIU and SUP.

This jerk must be a product of "Sheepshead Bay" or else he has not traveled very much. The SUP has Chinese and Japanese-Hawaiians and pure Hiwaiians in the SUP. Never at any time have they been discriminated against

in the union. It has been my pleasure to sail with many of these SUP members of that particular race, while I was a member of the P.C. Marine Fireman. They're good shipmates and excellent union men.

In the SIU I've been shipmates with Porto Ricans and Filipinos both in the blackgang and deck department, and I've yet to see them discriminated against by SIU union brothers.

George Guilmet writes like a man with a paper ash-can, drooling like a fool, filling the thoughts of uneducated American seamen with slanderous lies fulfilling the mission of the CP to corrupt the mentality of the seamen on the Standard Oil tankers.

What in hell is so terrible about using economic action to gain better wages and living conditions? Doesn't this bug-house square intellectual realize "War" is economic action, the weapon used by politicians and statesman as the last resort when it's impossible to settle a policy by peaceful means.

Anytime Mr. Shipowner steals from a worker, that's the time to use force to place him in the custody of sensible reasoning hands. Since when does this jerk think Mr. Shipowner has seen the light and intends to part with his profits to share with the worker a decent living aboard the ships in his possession?

We of the SIU and SUP have a democratic union controlled for and by the rank and file to benefit the entire membership, by increasing wages and living conditions to hold them after the "War" by using the only weapon that protects the worker from exploitation, the right to "Strike" to preserve our just demands. Teaching men to become "scabs" during and after the war has been the policy of the Communist-controlled NMU since its inception into the labor movement. "Leadership," George Guilmet must be pretty much of a damn fool if he requires a leader to take him through this world. It's a pretty poor sort of a man who lacks the courage to think and act for himself when he realizes he is being used for the purpose of a self-seeking labor fakir like "Keep 'Em Sailing" Curran, the indispensable labor fakir who made one trip to sea since the war. Every pie-card, as you call the SIU patrolman and agents, have been out ducking tin fish while Joe (Moose-Head) Curran hid behind the cloak of patriotism because, like the usual run of political labor fakirs he didn't have the back-bone to practice what he preached.

When you speak of the officials of the SUP or SIU do it with respect for your out of bounds trying to create a false standard to the worker attempting to place the NMU labor fakirs.

Come again punk, your line stinks too much of a 13th Street education.

JOE BUCKLEY

Personals

JAMES E. VAN SANT:
Your father has moved. His new address is 137 East 2nd Street, San Bernardino, Calif.

STANLEY R. RUDNICK:
Please get in touch with Richard M. Cantor, concerning the case of Anton Kerr who was hurt aboard the SS Alcoa Scout on March 29, 1943.

CHESTER "RUSTY" JOMERS:
Your sister is anxious to get in touch with you, as there is illness in the family. She is living at 102 S. McDonough, Montgomery, Alabama.

The following men have baggage or personal effects waiting for them at the office of the Calmar Line, 25 Broadway, New York City:

- P. DeTingle 1 seabag
- Bernard Marquis 1 bag
- Jose Caban 1 suitcase
- M. W. K. 1 suitcase
- 1 brown suitcase & boots
- E. Mattigny 1 suitcase
- John Madden 1 suitcase, 1 box
- David Odell 1 package
- 1 small pkg. no information
- J. Armstrong 1 package
- John Petticoard 1 suitcase
- R. B. Latham 1 hand bag
- E. Turner 1 bag—deceased
- Charles Lang 1 box
- C. Lesterman 1 bag
- R. Beckley 1 bag
- Geo. Nicoll 1 bag, 1 sack
- John Payette Personal affects
- Edw. Checkulski SS Serv. Corp.
- Vitol skowinski Sp. Pt., Md. by Capt. Hopen
- L. Tornainen... 1 suitcase, 1 jacket
- J. Powell 1 valise
- L. Jackson 1 bag
- D. Schwartz 1 bag, 1 seabag
- J. Gonzales personal affects
- M. Cox 1 box
- Thos. Wichman 1 seabag
- W. Vollweiler 1 box
- F. Kerner 1 bag
- J. Castro 1 box
- C. Lang 1 box
- J. Duhe 1 suitcase
- Robert Beals 1 carton
- L. Rinaldo personal affects
- C. Jones 1 suitcase
- Edw. Podgurski 1 suitcase
- P. Dugan 1 seabag
- E. Krouch 2 bags
- C. Specker 1 seabag



KNOW YOUR RIGHTS



READ YOUR CONTRACT

Speak: Watchman!

Oh Watchmen: what of the bitter night
What of the dangers on the deep;
What are the thoughts which take their flight
Speak to us of men who vigil keep!

Oh Watchmen: tell us your mortal fear
As your keen eyes sweep the deep sea's face;
What of your shipmates whose heroic bier
Is Davey Jones' locker without a trace!

Oh Watchmen: who stands in the bitter cold
Seeking to pierce the darkness around.
Tell us of seamen brave and bold,
Of bombs and torpedoes hellish sound!

Oh Watchmen: speak of your human Hope,
Your lives now measure Our Country's need
Your thoughts are clear while we yet grope
Lost in the world of man-made greed!

Oh Watchmen: who scan the stars on high
Sweeping the sea by day and by night,
With death ever present, the enemy nigh,
What dost thou see? Ah, give us light!

Oh Watchmen: who man our ships at sea,
Bold searchers of the death strewn deep
Speak us your Hope and our Victory,
Fruit of your vigils while landsmen sleep!

—Top 'n Lift