

SEAFARERS LOG



Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

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No. 10

COMMIES RUN NMU, CURRAN ADMITS

Says Membership Was Sold-Out To CP Line; Asks Ouster Of Meyers, Smith, McKenzie As His Gang Battles For Union Leadership



These are some of the men on the Cape Junction who are doing their best to bring the Cape Junction into the Seafarers—and they're getting places. With the exception of the Bosun, these men are all active aboard the ship. From the left (kneeling): Nick Calzia, AB; Vincente Chavez, 2nd Cook. Rear: Guy Merchant, Bosun; Phillip Daum, Utility; Tex Hansen, AB; De Haven, AB.

The Communists have busted the NMU wide open. Joe Curran, NMU national president, exposed the machinations of the Red leadership in its struggle for power in the Union at a closed membership meeting on February 18. Curran revealed that the communist machine continually overrode the will of the membership. He showed the membership how the commies had dictated who was to be elected, fired and/or brought up on charges.

Shipowners And NMU Members:

The Seafarers International Union of North America is hereby giving notice to all U.S. shipowners that, no matter how badly broken up or weak the NMU becomes through the squabbling of their communist leaders, we will faithfully observe all NMU contracts, and will under no circumstances permit the disintegration of the NMU to be used as a club by the shipowners against the helpless members of that organization.

Several times in the past, ship operators with whom the Seafarers has contracts have disclosed the fact that NMU officials Myers and McKenzie have both offered to deal with the shipowners on very liberal terms—provided that the operators sign up with the NMU, instead of continuing their SIU contracts.

These disclosures have not caused the SIU to veer from the straight course and attempt to pay back the NMU in their own coin. On the contrary, we are making this pledge to the rank and file members of the NMU so that they may rest assured that they will have every assistance in the world from the SIU in cleansing their union-house of their scabby, finking misleaders.

We make this pledge to the NMU rank and filers, and intend to keep it. Now, do your share, boys. Make it a good housecleaning while you're at it, and don't worry about the shipowners coercive attempts. We'll back your play!

He disclosed that Joseph Stack, NMU New York Agent and prominent in the communist party in New York, has been doing espionage work in and around the Port of New York.

Since Curran's expose the NMU has been entirely leaderless. The fight for power has gone on. No one has quit throwing mud long enough to take the helm.

And now the entire world knows about the communist leadership in the NMU. A report of Curran's sensational disclosures at the closed meeting was carried first in the New York World Telegram. It was reprinted by other New York papers. The wire services picked it up.

Mention the NMU to anyone, anywhere henceforth, and anyone, anywhere will see Reds.

OFFICIAL MINUTES

To World-Telegram reporter Fred Woltman came the official transcript of the closed meeting, through an undisclosed source. He broke the story on March 5. That was the first public knowledge of the explosion in the vitals of the NMU, though it had been known for more than a week that the fight for power between Curran and the communist bloc had come to a crashing climax of some sort.

Despite the obvious inference throughout his 20-page indictment of the Red leaders of the NMU, Curran managed to avoid the use of the word "communist," hewing to the phrase "the machine" each time he spoke of the men doing battle with him.

QUIZZED SEAMEN

He named as leaders of the commie plot to control the NMU, Ferdinand Smith, national secretary; Howard McKenzie and Frederick (Blackie) Myers, vice presidents.

Also scourged by Curran was communist Joe Stack, New York Port Agent.

The World Telegram went even further than Curran, in establish-

Passenger Ships Planned

NEW YORK — A summary of the construction plans of eleven ship lines has been announced by the National Federation of American Shipping. A total of eighty-nine new passenger vessels of 1,200,000 gross tons will be built, costing between \$400,000,000 and \$500,000,000.

The new ships will be larger and speedier than the prewar models. They will have a total passenger carrying capacity of 14,000 to 15,000 passengers, and a cargo carrying capacity of 700,000 deadweight tons. Speeds will range from 16 to 30 knots, compared to a prewar range of from 12 to 22 knots.

Four of the lines which have announced their plans have closed shop contracts with the Seafarers International Union. The number of vessels they plan to obtain, total passenger and cargo capacity, routes and ranges of speed, is as follows:

Grace Line, Inc., New York, nine ships carrying 450 passengers and 83,960 cargo tons to South America at a speed of 18 knots.

Alcoa Steamship Co., New York, three vessels with 2000 passengers and 40,000 to 50,000 tons of cargo to West Indies and South America at speeds from 16 to 20 knots.

Mississippi Shipping Co. New Orleans, three ships carrying 360

passengers and 39,000 cargo tons to South America at 20 knots.

American Mail Lines, Seattle, six special Diesel powered C-2 type vessels, with 75 passengers and 55,000 to 60,000 cargo tons from the Pacific Northwest to the Orient at 16 to 18 knots.

Seafarer Led Filipino Regiment In Guerilla Warfare Against Japs

By TOM MOORE McBRIDE

Into the Log office in the New York Hall, the other day, came an amazing young man, a probationary SIU member named Edward G. Bender, oiler. Until recently he held the rank of Lieutenant Colonel, commanding First Bolo Regiment, Isabela, Philippine Islands. He is a man who survived the Bataan Death March, escaped from the Japs and led the resistance movement in northern Luzon.

This is the first time his story has appeared in print. Up to now he had been reticent to the point of turning tail whenever a newsman approached. His buddy, C. E. Luttrell, longtime SIU full book member, prevailed upon him, however, to come up to the Log office to tell his story when their ship hit this port.

Bender and Luttrell sailed from New York on March 2, on

an SIU ship after five days in port.

Ed Bender was still reticent when he began to talk, and Luttrell had to prompt him to get him started. But once he got going, there was no stopping him.

Ed Bender's father was a Pennsylvanian who married a Filipina. Ed is an American citizen. He went to school in Manila, and in 1940 joined the Philippine Scouts. He was discharged for disability on August 6, 1941. When the Jap attack came he was an Army civilian employee, a stenographer at the



Army Medical Corps Hospital.

Bender wanted to do more than work in a hospital, but he didn't get his chance until December 26. Then two non-coms of the 86th Field Artillery, who knew he'd had experience, picked him up and took him to the northern front, where he

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A White Elephant?

Although the shooting part of World War II has been over for more than six months, full peace has not yet been achieved any place on the globe. Sporadic fighting has broken out in many spots, and British and Dutch troops have been used to keep the colonial peoples in subjugation. This battle to keep the colonies under control is but another facet in the fight among nations for expanded economic power, and international prestige.

The last eighteen months have seen the virtual enslavement of half of Europe by the Russians; the dismemberment of Chinese territory and the de-industrialization of Manchuria, also by the Russians; the meddling in Greece by the British, and an overall breakdown of the machinery designed to guard against just such excesses. These actions cannot be justified and are in no way compatible with the charter of the United Nations Organization.

The veto, which has given the Big Three unprecedented power, has been used to quell any objections to the grabbing tactics of the Soviet Union and of Great Britain, and to the continued exploitation of the Dutch colonies, which has had the approval and the active cooperation of England. While the other member nations of the UNO certainly do not condone such activities, there is little that they can do about it under the present set-up.

The basis for world peace has become fear of world war. We are attempting to build an organization to uphold amity among nations, yet we have the certain knowledge that force may have to be used to achieve this end. Already there is loose talk about World War III. Surely a world which has seen ten million people slaughtered fruitlessly is in no position to contemplate a new war.

The brave new world may yet come, but not through the medium of an organization dedicated to the maintenance of power politics and imperialist expansion. It will come when no nation fears its neighbor; when all peoples are free from want and tyranny—and may that day be soon.

Out In The Open

The stench that has arisen at the NMU national headquarters has existed for years. Up to now it has been carefully covered. Hitherto, any attempts to lift the lid have been met with the cry of "Red-baiting."

Now, however, the expose comes from NMU President Joe Curran who certainly should know. He has been for the most part a willing part of the controlling machine.

No matter what his reasons for the break, this much is certain: He knows whereof he speaks.

For the maritime industry, this story has been the greatest thing that has happened since the overthrow of the old ISU piccards.

For the membership of the NMU it is an opportunity to overthrow their commie-line leadership; take over control for themselves in the name of clean, honest, militant unionism and prepare for the coming day of real maritime unity—a unity free from communist political control.



Men Now In The Marine Hospitals

STATEN ISLAND

- M. J. FIELDS
- J. DENNIS
- L. A. CORNWALL
- D. E. SEBOLD
- J. J. HANLEY
- V. SHAVROFF
- D. J. MONTELEONE
- J. L. WEKKS
- TIMOTHY HOLT
- J. L. CAMPBELL
- C. E. HASZ
- H. OLUF
- J. S. NEAL
- J. C. CARSON
- H. L. GILLOT
- R. POWELL
- L. R. KATES
- C. MIDDLETON
- L. L. MOODY
- L. R. BORJA
- D. CARRILLO
- W. B. MUIR
- M. JOHN

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NEW ORLEANS HOSPITAL

- HAROLD SCOTT
- THORWALD JOHANSEN
- WM. ROSS
- P. F. HICKS
- WM. MIMS
- BLYHURNE WOODS
- J. DENNIS

- WILBER MANNING
- C. JANULLEVICUS
- GEO. R. COOPER
- GEO. A. CARROLL

\$\$\$

BRIGHTON MASS. HOSPITAL

- ELMER STEWART
- E. JOHNSTON
- G. PHINNEY, Jr.
- J. SAUNDERS
- F. KENSFIELD
- A. RAMOS
- STEVE KELLEY
- A. HUDSON
- PHILIP ARCHILLOER

\$\$\$

GALVESTON HOSPITAL

- A. A. TROMLY
- R. N. STROMER
- H. HARTMAN
- DIXON
- BANDA
- QUAID

\$\$\$

NORFOLK HOSPITAL

- JOHN B. DARCY
- CHARLES T. GASKINS
- EUGENE WENGARTEN
- LLOYD G. McNAIR
- J. H. SMITH
- L. L. LEWIS

Hospital Payments

Members of the Seafarers are entitled to a weekly payment from the Union if they are laid up in a hospital. Be sure to get what is coming to you: Notify the Union of your ward number so that there will be no delay in your receiving the money due you.

- CHARLIE MIZELL
- FRANK HOLLAND
- J. H. SMITH

\$\$\$

ELLIS ISLAND

- D. McDONALD
- J. KOSLUSKY

\$\$\$

BALTIMORE HOSPITAL

- PAUL WINTERLY
- ESELE WALKER
- STEPHEN KELLY
- BUCK SHERWIN

\$\$\$

MOBILE

- TIM BURKE
- M. CARDANA
- J. C. DANZEY

\$\$\$

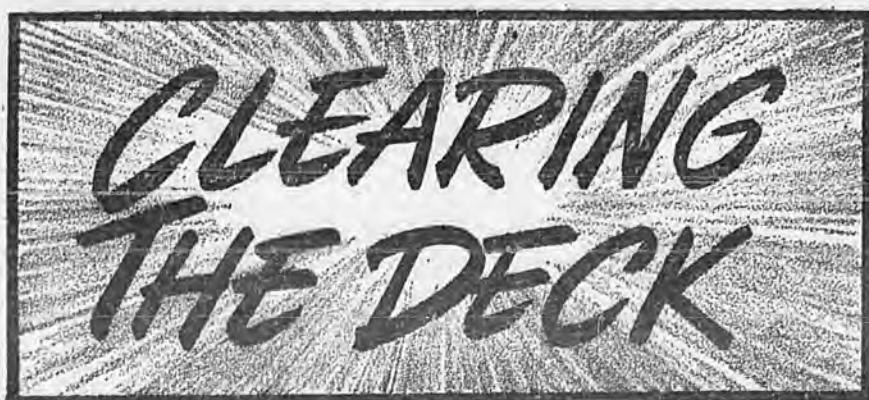
SAVANNAH HOSPITAL

- ROBERT HANING

\$\$\$

NEPONSIT

- E. VON TESMAR
- R. A. BLAKE
- BERTEL BRYDER
- J. F. CLARK
- PABLO CORTES
- E. V. FERRER



By PAUL HALL

In addition to the organizational task, the Union's postwar problems, the task of educating our younger union members, the Seafarers now have another job to do.

We have the task of contacting every possible member of the National Maritime Union. This will be just as great a problem and as necessary as our current organizing drive.

Details on the existing situation in the NMU are carried in another part of this paper. We are now witnessing a very large maritime union in the stage of breaking down. All officials and members of this union should remember that it will do the Seafarers no good to see the NMU completely demolished.

The destroying of any maritime union will harm all other unions in the industry. **This is what we must go to the membership of the NMU with.** We must tell them; "Clean up your house—drive the fakers out. Unless you do this the NMU is sure to fall."

Seafarer's Support

Members of the NMU must be told that the Seafarers will back them in their demands for a clean union. This can lead to the uniting of all seamen unions on common problems such as the program laid out in last week's *Log* of a joint agreement between all maritime unions to cooperate in eliminating the wartime powers of the Coast Guard, WSA, and other government bureaus.

We know, and there's no use kidding ourselves, that we can sit on the sidelines and watch the NMU collapse through internal dissension and the sell-out tactics of their leadership. If this happens, and we do nothing about it, there will be nothing left to even call a union and the NMU membership will be left to be pushed around by the shipowners and all government bureaus.

As we see it, our problem is plain. We must seek out the NMU members and explain to them that we have no designs on their organization, that for our mutual protection it is good that there be an NMU until such time as we unite in "One Big Union" under the banner of the Seafarers International.

The former chief stooge of the communist party, Joe Curran, now sees fit to expose the fact that the NMU is in the clutches of a group which no not intend to do one single thing for the membership of the NMU. In Curran's own words, they are interested only in following the political line of "Zig Zag" Foster, chief of the communists.

Fired By Commies

It is degrading to an organization of any kind in any industry to have to stomach the statement made by communist chief William Z. Foster in which he states he had had to use; "Surgery on some of the officials in the NMU." This must make every rank and file NMU member's ears burn. It must more than ever before tend to make him lose confidence in his organization.

Naturally, we can expect the communists to attempt to rally and reshape their program along the line of some of their previous infamous slogans.

The NMU members must be told not once but as often as possible, that their internal problems are their own affair and that unless they and they alone clean them up, the NMU will surely die.

The NMU membership has been told for years by the same communist leadership that are now slandering each other, that the Seafarers would do everything in its power to crush the NMU. This naturally has resulted in a bad feeling between the membership of the two organizations. **NOW IS THE TIME FOR THE MEMBERSHIP OF THE SEAFARERS TO PROVE TO THE MEMBERSHIP OF THE NMU THAT WE FIGHT FOR THE INTERESTS OF ALL SEAMEN AT ALL TIMES REGARDLESS OF WHAT ORGANIZATION THEY BELONG TO.**

THE SEAFARERS INTERNATIONAL UNION IS DRAFTING A PROGRAM CALLING FOR UNITY AMONG ALL MARITIME WORKERS. THIS PROGRAM WILL BE BASED ON SIMPLE FUNDAMENTALS, WITH THE THOUGHT IN MIND OF HAVING ALL MEMBERS OF ALL MARITIME UNIONS UNITE ON ANY MATTER AT ISSUE WITH THE SHIPOWNERS OR THE WASHINGTON MARITIME BUREAUS.

We must push this program. We must tell all seamen of all unions that the Seafarers are strictly for unity on all union problems. **We must show by our actions that we mean what we say.**

Charges Proved

When talking to members of the NMU, tell them that their President, Joe Curran, has verified the charges made many times by the SIU. That he now openly admits that the affairs and management of the NMU are controlled by Moscow stooges such as Ferdinand Smith, Frederick Myers, Howard McKenzie, Joseph Stack, et al. Prove to them that once again as shown by Curran's own words and charges, that the NMU has been sold down the river completely as regards conditions and wages.

Point out to them that the good officials of the NMU have resigned or been forced out under pressure simply because they in-

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Report Of SIU Organizing Drive

By EARL SHEPPARD

It seems that NMU is really getting worried about the Isthmian drive. Just last week the big shots held a meeting and Joe "No Coffee Time" Curran accused some of the other national officers of sabotaging the drive, and causing NMU members to desert wholesale.

All of this is reported in a front page article in the "World Telegram" of March 5, 1946. It even states the fact that the NMU couldn't even win an election against a company union, citing the Standard Oil of New Jersey. Curran blames the other commies—Myers, Smith, Stack, et al—and they blame him.

The SIU has known this all along. On plenty of Isthmian ships NMU organizers are turning in their books and joining the SIU. In the last issue of the NMU rag, the "Pilot," they even stopped claiming any progress in Isthmian.

REPUDIATE NMU

The men on the Isthmian ships in the great part have already re-

Johnny Goes A-Gooning

John Rogan, NMU Port Committeeman and communist "big shot," who sometimes is known as the "Assistant President" of the NMU, set out to drown his sorrows one evening last week. The whisky evidently made him think himself a big, bad tough goon so he set out with a few other gas hounds to hunt a victim, and inquired for several people who weren't around (conveniently for him).

When one of these called up the next day Johnny wasn't in. His secretary, however, reported that he was still on the binge. Tui! tui! Comrade Rogan, the NMU doesn't pay you to drink during working hours—but after all drinking's a lot safer than gooning—don't mix 'em!

puated the NMU, but this isn't enough. The job to do is to show every Isthmian man, regardless of who he is, just what the Seafarers stands for and how he can benefit himself and his shipmates by selecting the SIU as his bargaining agent.

Reports from all ships continue to be good. The crews are sticking aboard and fast getting everyone swung over to the right course.

The response to the charter membership fee of seventeen dollars has been good, and large numbers of Isthmian seamen have taken advantage of this and become members of the Union.

ALL SHIPS VISITED

Various port organizers all report that every Isthmian ship is being visited and that the response is improving every day. There is no doubt that the Seafarers is the choice of the majority of seamen riding Isthmian ships.

Special effort is being made to have Isthmian committees organized on every SIU ship. The object of this is to have Isthmian ships and crews contacted in every port in the world. Seafarers members should not only contact these ships but every effort should be made to get Isthmian crews to come aboard SIU ships and see at first hand just how an SIU ship functions.

Special attention should be paid to showing these Isthmian crews all overtime sheets and letting them see at first hand just how much they benefit financially by becoming organized.

The Agents Conference will be held shortly in N. Y., and the

Isthmian voting should be under way at about the same time. One of the principal jobs of this conference will be to see that Isthmian activity doesn't slacken when the voting starts.

NEW ISTHMIAN SHIPS

Some large C2, and C3 types of ships and a few C4's are being turned over to Isthmian. These ships have been operated by the Army and Navy as transports. When they are put into operation this will mean a large number of men that must be hired to replace the Army and Navy crews. Every SIU member should pitch in and help. If enough men can get aboard these ships they too will be won over and the election will be cinched.

CRITICAL POINT

Summing the whole thing up in a nutshell, this is the critical point of the drive and every SIU member must be on his toes.

If crews start piling off the ship at the last minute before the elections there is a danger that they will be replaced by men who don't know the score or by selected men that the NMU will try and send in just to confuse the issue, even though they know that they have no chance of winning the election.

The picture looks good right now, and if the SIU holds on to what strength is now aboard ships, victory is certain. Holding on means however, that the work must not be lessened in the slightest. If anything, the work must be intensified. The bigger the margin of victory the better the agreement will be. Every organizer and every man aboard every Isthmian ship must pull together.

NMU Finds It Can't Piece-Off SIU Volunteer Ship's Organizer

NORFOLK — Despite the attempts of NMU Norfolk Agent Kirk to piece-off a couple of Isthmian men aboard the SS John Constantine, the ship is solidly for the Seafarers, and will continue to be pro-SIU.

This is not the first time that the NMU has attempted to "buy" or "bribe" SIU members or pro-SIU Isthmian seamen, but the unquestioned loyalty of all Seafarers has always resulted in their resistance to these underhanded attempts, and the SIU has on hand authenticated records of several cases in proof.

Of the two men in question, Reese O'Scott and Bill Evans, Scotty has been sailing with Isthmian for three years, and his buddy, Bill, has been with them for two-and-a-half years. According to them, "After we got a look at this Mr. Kirk and his 'union' pals, we would not have anything to do with him or his 'union'."

STRONG SMELL

Scotty declared, after revealing the attempted piece-off, "It (NMU) stinks up the City of Norfolk, and I don't think Bill likes that because Norfolk is his home town."

Organizer Rocky Benson asserted that, "These fellows are helping me to organize Isthmian, and they will go aboard other Isthmian ships in any port they hit. Both Scotty and Bill will tell the story of SIU to unorganized seamen who belong to Isthmian or other non-union companies."

With volunteer ship's organizers like Bill Evans and Reese O'Scott, plus numerous others on Isthmian's hundred odd ships, the Seafarers is confident of the election's outcome.

ANOTHER ISTHMIAN SHIP FOR SIU



Isthmian crew of the John Constantine, snapped aboard their ship while docked at Norfolk, is all for the Seafarers. Reading from left (kneeling): Rocky Benson, Organizer; Dewey Perry, OS; Ward Moyers, AB; Henry Ford, Messman; John Johnson, Messman; (standing): P. P. Gaskill, AB; Melvin Eure, AB; Reese O'Scott, AB; C. M. Tucker, FWT; Gordon Trail, Oiler; Allan Marby, 2nd Cook; Willard Beaton, OS; T. Proctor, FWT; Lester Smith, OS.



QUESTION: What port do you want to settle down in when you retire from the Sea?

EINER HANSEN, Carpenter— Brooklyn for me—how else can I follow the Dodgers if I don't live close to them? Anyhow, it's my home and I have my family there. I like the wide open spaces of Flatbush. I like the gin mills there, and you have to admit that Brooklyn girls are the most beautiful you've seen. Even an old guy like me can see that. Most of my friends live in Brooklyn. I know it sounds funny, and very few men will say this, but it's Brooklyn for me. Anyway, my wife lives in Brooklyn—and likes it—so I'm going to have to settle down there whether I want to or not.



NELSON BENJAMIN, 2nd Cook—New York, where else? New York is like heaven to me. I have lived here since 1912 and I still like it. I've never been broke in New York, and I've always been happy. My family likes this town, and my kid has grown up here. This is a good city, nice people, plenty to do, and always a chance to make a living. I'm fifty-two years old now, and I hope to live to be seventy years old, and die right here in New York City.

JOE KRAMER, Oiler—I want to settle down in New Orleans. The boys tell me that I spent a good two weeks there once. It's a beautiful town, and the main street is one of the widest in the world. But the real reason I want to live there is that the women are really beautiful and not too hard to get to know. The food there is the best in the United States, and as for the drinks, well, they're powerful enough. I guess I'll never settle down any place, but if I do, I want to live in New Orleans, even when it rains.



PETE SUDOL, Acting AB—I don't want to live in a town where the people act tough all the time. New Yorkers are like that. That's why I'll take Baltimore, where the people are swell and easy to get along with. The girls down there are good-looking and they like seamen. There are nice places to live, and I think it would be a swell place to bring up a family. There are a couple of girls down there that I am interested in and, who knows, maybe I'll settle down with one of them in Baltimore.

Seafarer Led Filipino Guerillas

(Continued from Page 1)

laid guns to cover the retreat to Bataan Peninsula.

Then, because Bender knew all of the back roads, he led a convoy to Bataan. There he established gun emplacements for the first line of artillery defense. Bender still didn't know whether his status was Army or civilian. He wore an Army uniform, but that didn't mean much. He was advised to go to headquarters to find out.

En route he ran into Major Stephen C. Sitter, Medical Corps, who prevailed upon him to establish the hospital registration section and plan wards at the newly-established Army field hospital. For three weeks he worked 16 hours a day. Then the casualties dropped off some.

But around mid-March all hell busted loose again. The second Jap convoy had come. The whole peninsula shook, day and night, with the bombardment. The Japs pounded away at the field hospital where Bender was stationed.

"I can't imagine why I didn't get it then," he says.

CIVILIAN AGAIN

When the surrender flag was raised Bender was too busy with wounded to leave with the first day's Death March contingent. Major Sitter advised him to change to civvies as soon as possible, escape and organize guerilla resistance. He managed to make the change at night.

The next day the ordeal began. To start him off toward their concentration camp, three Japs stuck bayonets in his back. Another twisted a piece of flesh from his arm with pliers. Another beat him over the head with a flashlight.

The worst part of this for Bender was managing to keep smiling at his tormentors. If he hadn't they would have killed him.

They walked throughout the first day and into the night. There was no water or food. It was the same the second day. If a man faltered he was beaten or bayoneted. The second night a medical officer looked them over. Those whom he designated as too weak to continue were bayoneted to death. The men were made to sit on the ground. They couldn't stand or lie down. The ground was damp and dysentery set in.

SHEEP FROM GOATS

It was a haggard group which reached the point where civilians were to be separated from soldiers on the fourth day. Bender simulated a paralyzed hand. In the office he showed us how he did it, and his clawlike hand was so convincing we weren't sure it hadn't grown that way. It was just as convincing to the Japs. They placed him in a group of 150, all supposed to be civilians.

Only a few Japs guarded his group of civilians as they marched northward, and Bender was able to pass the word for everyone to dispose of everything GI, underwear, shoes — everything. He knew Jap intelligence officers would be the next ones separating the sheep from the goats, and would look for anything incriminating. In addition, he warned them not to do anything suggestive of military training.

There was a German in American uniform with the Japs at Labao, Pampanga, and the first

RESISTANCE LEADER



Edward J. Bender, who was a Lt. Col. in the Filipino Resistance Movement and who is now an Oiler on an SIU ship, clasps hands in solidarity with his shipmate C. E. Luttrell, Jr., 3rd Assistant on SS Marine Perch.

thing he did when Bender's group came up was shout "Attention!" Eight men came to attention. Immediately the Japs fell on them with rifle butts and bayonets. Bender told the white man he was a Filipino of German des-



cent, that the Americans had forced him and the men with him to do construction work.

They had agreed on this story on the long march. All stuck to it when questioned, and the Japs believed it. They told the group to disperse and go to San Fernando or Porac, where they would become part of labor battalions. Bender and six friends

Bender Will Make A Good Seafarer

Edward G. Bender, the guerrilla leader, will make us a fine Seafarer.

He sailed on an SIU trip-card as Wiper on the SS John Goode on December 3. Two days later he was promoted to Oiler.

He was badly burned on December 31, but four days later he sailed on the Ruby Victory as an Oiler. As a member of that crew he became a probationary member. His buddy, C. E. Luttrell, currently sailing as Jr. Third Assistant, is a longtime, militant Seafarer, and thinks he'll be an SIU asset.

"Look," said Luttrell, the other day, "this guy will make you a great Union man. He's a top-notch man, and it doesn't take long for others to recognize it. What's more, he'll get out and organize them."

"Any guy who could organize an army from the ground up, should be able to organize for the SIU."

had other ideas though. They kidnapped a collaborating policeman and forced him to guide the small group past sentry boxes to the rice paddies toward Angeles, then allowed him to return.

There were several families of Philippine Scouts at Angeles whom Bender knew. These took them in, fed them and gave them money. Bender accompanied the six to Tarlac, then set out over the mountains toward home. He had crossed Balita Pass when soldiers of the Second Battalion, 14th Infantry, Philippine Scouts, stopped him. Bender proved his identity, and gave the commander, Major Enriquez, the first news of the American surrender. He told the story of the fall of Bataan, and the Death March. Major Enriquez listened gravely. When Bender finished the major informed his men there would be no surrender, that the 14th would continue to fight as a guerrilla outfit.

NO SURRENDER

That battalion was the only one which remained intact throughout the Jap occupation, never surrendered and fought on until long after the forces under MacArthur landed on the Luzon beaches.

Bender wanted to stay with the outfit, but Enriquez had more valuable work for him. He ordered him to go home to Santiago, Isabela, to collaborate with the Japs and do intelligence work. He gave him a horse to ride the rest of the way.

Ed Bender was a sad young



man when he asked the Japs in Santiago for work as a book-keeper and they gave it to him. About 10 percent of the people in his hometown were collaborators, and he couldn't afford to let his family or friends know that he was in the Japs' em-

(Continued on Page 11)

THE MEMBERSHIP SPEAKS



Conditions On Azalea City A Scandal To The Jaybirds

We, the undersigned members of the crew on the SS Azalea City, Waterman SS Co., do make the following statements of conditions which exist at the present aboard this ship, on matters which are vitally important to the crew. We also make the following recommendations concerning what should be done in order to correct these conditions.

NO LAUNDRY FACILITIES

As far as the ship's crew is concerned, there are no such things as facilities for laundering their dirty clothes. However, there are two laundry rooms aboard; one aft on the fantail and one mid-ships near the main galley. These two rooms are supplied with sinks and adequate equipment for the entire ship's company if handled properly. That is, if

so much time for use of, and so much time and responsibility for the maintenance of, were allotted to each group. As conditions now stand, the laundry room on the fantail is locked, and not available to the crew crew, and reserved only for the Navy Personnel aboard.

Likewise, the laundry room midships is kept locked and reserved for the use only of a few select officers. From what we gather there are only

about 18 officers using this laundry room. In each of these rooms, there is a washing machine, owned apparently by the individuals, who let out the use of the machines to others. It appears that the reason for locking the crew out of these rooms is that it would interfere with the use of the washing machines. Our desire is not for the machines, but for the use of the laundry room sinks, which we feel that we are entitled to.

At one time, three department delegates went above to see if something could be done, but were unable to kindle any interest, outside of the possibility of getting a steam line put in each one of the showers. This item should be corrected immediately, but from appearances, it is going to take more than a mere request of the persons in authority to do so. This letter is in request of the assistance of a little more power than we seem to be able to generate.

CREW PANTRY, REFRIGERATOR

To describe said crew pantry, it consists of a tiny room about 5 by 7 feet in which is jammed a rusty steam table about one-half the size necessary for the number of men being fed; a tin stand upon which rests an equally rusty coffee urn, which should have been discarded a year ago, and an old beat up refrigerator, which likewise should have gone to the junk heap a year ago.

In addition to these items just mentioned, which should be sufficient in their importance to cause some action, the facilities provided for the washing of dishes, and of other mess equipment used by the crew, are not far short of criminal. We say this because of the knowledge which is common, that there has been and is available to the proper agency, (W.S.A.) all the needed equipment necessary. Other ships have it; why hasn't this one?

To continue, the facility for dish washing is, in short, one small tin sink about 18 inches square and 12 inches deep with an equally small drain board. In this small sink, the dish washer must handle all the dishes, silverware, glasses and utensils necessary for feeding about 80 men. Needless to say, it is an extremely unsanitary condition and if for nothing more important than the health of the men of the crew, some form of immediate action should be taken. It is absolutely impossible to sterilize dishes with this set-up. This so called pantry set-up for the ship's crew, if on shore, would have been condemned by the Department of Health before it ever left the shipyard, if it had been inspected properly.

From what we gather from the past few trips, the story has been that the "Azalea City" would only make ONE MORE trip carrying troops; that after that trip the ship would go into the shipyard to be reconverted. This being the reason for not doing any work on her. Well, since they first started saying that, the ship has made at least three trips. We propose that this story that they give, should not be the reason for this ship to go out in the same condition again.

Signed, THE CREW

SIU PARTY HELD IN SALERNO



This is the beginning of a surprise birthday party given by Seafarer members of the crew of the Mary M. Dodge at Salerno, Italy, for George Vourloumis (left, with beard), 41 River St., Fitchburg, Mass. It is easy to tell that the party is just beginning, because the wine bottles are full, the birthday cake is uncut, and no one is under the table.

INGERSOLL CREW AND SKIPPER ARE JUST LIKE THAT!!

Dear Editor:

We the members of the Deck Department of the SS Robert G. Ingersoll wish to express our thanks and appreciation to Captain Robert Van Bommel for a short yet very pleasant trip. It would be a pleasure at any time in the future to sail again with Captain Van Bommel.

Signed, Deck Department

CAPTAIN FOUND SIU CREW BEST IN HIS CAREER

Dear Editor:

I wish to express appreciation for the broad minded and conservative manner in which the unlicensed personnel aboard the SS TONTO have acted during my time as master and mate aboard the ship. I relieved Capt. Roy M. Cone as master after I had been aboard about two months as Chief Mate and I know that there were lots of grievances and wrongs going on at the time I took over.

The three unions, Deck, Engine, and Stewards have comported themselves in a business-like manner and we have straightened out all the trouble. I wish to commend them for their patience and cooperation and thank them for their trust and confidence in me.

About when the ship was getting in shape to live in comfortably there was started an agitation against a certain member of the crew whom I consider a very competent man. When it was demanded of me that I disrate this man I refused, as in my judgment he is perfectly competent and satisfactory. Later I was gratified to receive a petition from the three SIU unions, Deck, Engine, and Stewards which was signed by all the unlicensed crew members of the ship, upholding this crew member and deploring the fact that

certain officers had tried to get them to complain.

I think that you can be justly proud to have such men in your Union, and personally I am proud of their confidence and cooperation. In a long career at sea I have never known a better crew.

Laurie B. Cale,
Master, SS Tonto

WSA AND ARMY TEAM UP TO FUBAR SUPPLIES FOR SHIP

Dear Editor:

We, the undersigned officers and crew of the SS Richard Henry Lee, desire to call to the attention of the War Shipping Administration the deplorable conditions existing aboard this vessel in regards to food supply.

This vessel originally left New York City in June, 1945, with supplies for 42 days and at no time since then has an amount of food been received adequate for the length of voyage undertaken, eight months to date. The Master of this vessel has repeatedly requisitioned The War Shipping Administration and the U. S. Army for stores only to have the greatest part of his requisitions ignored. The appended copy of the latest requisition submitted and the list of stores actually received amply bear out this statement. We are aware that a majority of the items requisitioned are available at this port both for Army and civilian use and we feel that they are being unjustly withheld from members of the Merchant Marine.

We therefore respectfully request that the situation be remedied as quickly as possible as our present diet has caused our health to deteriorate to the point where, in a short time, we will no longer be able to perform our duties necessary to the care, maintenance, and operation of this vessel.

(Signed by everyone on board except Captain, Chief Engineer, and Navy Personnel)

Log-A-Rhythms

Toast To The SIU

By E. S. Higdon

Wonder if the land folks
Ever stop to know
What the seamen mean
To the world of "stop and go."

Do they know the dangers
Filling every trip?
The risk of every man
Down to the sea in a ship?

The seamen are the sailors
That sailed before the war—
Before the natty uniform
Made the salty tar.

They learned the secrets of the
sea

The story of the brine.
When Roosevelt called
"Attention!"

The seamen stood in line.

And when came the war with a
stout command
The merchant marines were
there.

They carried the message to
Garcia

Not asking when or where.

Ships were afloat—ships went
down,
And men were thrown on high,
Then dropped to the ocean wild,
On her bosom there to die.

Their's was not the glory loud
Nor the trumpet's shrill applause.
But "Hell, what is a victory
When you're fighting for a
cause?"

And when the white-clad fleet
adieux,
When stopped the battle scenes—
Still to the sea for Uncle Sam
Always—the merchant marines.

And back of the men is a Union
We've organized to stay.
We've won a place in the nation
FOREVER—not just today.

So, let us lift a brimming cup
To the banner of the SIU
And drink it down—every drop—
To a Union staunch and true.

Then, shake your hands, across
the world
A Brotherhood of the Sea.
In fairness there is freedom
And the truth shall make you
free.

BROTHER THANKS SHIPMATES FOR FUNERAL TOKEN

Dear Editor:

Please have the following printed in the Log:

"I wish to thank the crew of the SS Cranston Victory for the kind expression of sympathy in the recent death of my father. Since I was unable to attend the funeral, the collection will be used for masses and grave decorations.

"Thank you, Shipmates,"

Jack Paszkiet



SHIPS' MINUTES AND NEWS

End Cargo Jeopardy, Crew Asks

A resolution requesting the scrapping of articles and sections of various Union and company agreements pertaining to the safety of the vessel and cargo was passed by crew members aboard the John Bartram at the February 18 meeting.

The crew also voted to attend the first possible shoreside Union meeting to introduce a similar resolution and to see that such resolutions are pushed by members at all Union meetings.

The Bartram resolutions stressed the following points:

That on numerous occasions overtime claims for securing of gear not secured or ill-secured at the time of sailing have been disputed and payment has not been made to claimants on the basis of such work being necessary for the safety of the vessel.

LIFE vs. MONEY

That on occasions of securing such gear in severe storms, a seaman's life is more at stake than at other times, constituting, in effect, a gamble of the seaman's life for company money.

That company agents have, on many occasions in the past few years, taken advantage of seamen by declaring various slight difficulties as emergencies in which the safety of the ship is involved.

That all other contingencies and exceptions are included in the companies' figuring of freight costs, margins of profit, et al.

All of these add up to, the Bartram crew believes, excessive abuses on the part of the shipping companies and exploitation of seamen.

MORE ACTION TAKEN

There was plenty of additional action aboard the Bartram at this meeting, presided over by Chairman Knies and recorded by A. Nagy. New motions carried included:

That the meeting condemn the previous crew or crews for laxness in the preservation and care of their fo'cables and messhall, and for concealing live ack-ack warheads and 20 mm. shells under lockers and in ventilators of the ship.

That the meeting commend the Philadelphia Branch for its support of SIU Steward Joe (Doc) Sussman in his fight against the Coast Guard on charges of failing to attend boat drill in Philadelphia recently. Sussman was aboard merely to collect his standby pay when the Inspecting Officer had ordered him to man a boat in 25-degree temperature and a 55-mile gale which already had parted a line aboard the vessel and set four vessels aground in the Delaware River.

Peacetime Festivity Returns To Passenger Ships



High jinks and hilarity are the order of the day aboard the Tuxford as it crosses the Equator. King Neptune sits with his Queen and courtiers (upper left), but somehow the courtiers look a little bored with it all. The blind folded ship's mascot (upper right) protests as the "ship's dentist" approaches with a pair of pliers, and a lady passenger (lower left), dressed for the occasion, gets a big "surprise" splashed all over her countenance. We don't know what has startled the other one, (lower right), but Brother, it must be plenty horrible, judging by the look on her face.

Freylinghuysen Crew Asks Action Against Officers

A petition asking that action be taken by the SIU against the officers of the SS Freylinghuysen, whom it accused of misconduct, has been received by the New York Hall. It is signed by eight members of the crew.

The instances cited in the petition concern the Second Mate, except for one concerning the Third, so the other officers seem to have been thrown in for good measure. But, if by their silence, the Master and First condone the actions of the Second, this would be reason enough for action to be brought against them, also.

On one occasion, the petition charges, the Second, while intoxicated, struck three members of the crew with a wooden club without provocation.

Much more serious was the case of the minor who was not a member of the crew, but assisted in two departments while in port for meals and a place to sleep. The Mate, it is reported, struck the child. Later, upon sailing, the boy was discovered to be a stowaway. He was locked in

a compartment without sanitary facilities or a guard. But there was a heaving line in the compartment, and the lad undertook to hang himself. A crewmember discovered him and cut him down. Despite artificial respiration and two shots in the arm, he remained in a coma for three hours.

In the course of the trip, the Second ordered the seaman on watch to turn over the wheel to a lady passenger who was a novice. She managed to get the ship 10 degrees off its course. On another occasion, the Third Mate ordered a seaman to turn over the wheel to another woman, also a novice.

In the minutes of the Union meeting aboard ship, it was revealed that members of the deck department were unjustly logged for coming to work an hour late. The men in question had no means of transportation, so they went aboard another Waterman ship and had someone signal their ship to tell of their predicament.

Neptune Reigns At Equator

By ROBERT P. MORAN

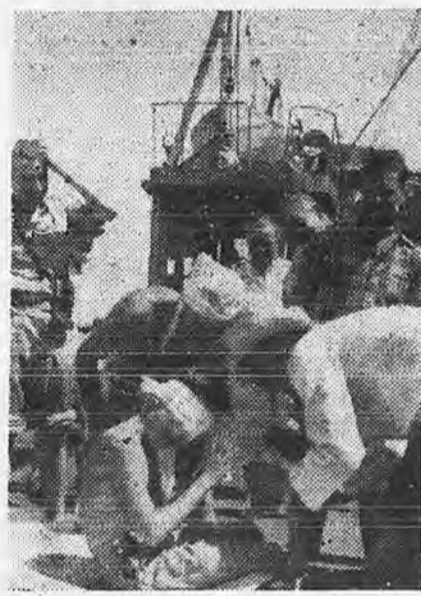
With an air of peacetime festivity, the SS Robin Tuxford welcomed back her first return voyage to South and East African ports after several years of war service in the European Theatre.

Highlighting the journey was the "solemn" initiation

of all pollywogs into the Royal Order of King Neptune. Passengers, as well as officers and crew, underwent all the mental anguish and physical tortures that the murderous band of shell-backs could improvise. From the rising of the Equatorial sun 'til dusk, the ship was in a literal state of turmoil and the showers and passageway bulkheads throughout the ship were an ebony hue that evening.

Steve Bzdil and Frank Ward, Chief Engineer, spent a most enjoyable afternoon shearing off the numerous victims' hair into a diversified assortment of fantastic coiffures. Perhaps the most memorable one was that given to Don Brewer, the Third Mate, who had been charged with "scrambled-eggitis."

To this day Mr. Brewer does all of his entertaining out-of-doors so he won't be forced to take his hat off!



Calmar Says Mail Is Being Carried-Fast

Recently a letter was received in the Log office which made the charge that mail sent to the SS Midland Victory, of the Calmar Line, had never been received by the crew. The letter was sent from Seattle, Washington, and said, in part, "When we signed on, we were told that all mail sent to us care of the Calmar Line, 25 Broadway, New York City, would be forwarded to us. Out of the five ports we have hit inside of the U. S., we have received on the average of one letter apiece. Where the hell is our mail?"

We called the Calmar Lines where a Mr. Squier said he al-



ready had received a complaint letter from the Midland Victory crew.

SIX SHIPMENTS

He looked up the records and told us that six mail shipments had been made to the crew of the Midland Victory. The last four shipments were as follows: February 21, to San Francisco; February 23, 25, and 27, to Portland, Oregon. Another shipment is being planned to catch the ship at the Canal Zone on the way back East.

He explained that shipments of mail are scheduled to reach

GRAPEFRUIT COURSE

The King and Queen were portrayed by M.P. Lee and Roy Berket, respectively, the latter of whom became a very curvaceous ruler with the assistance of some grapefruit and an ultra-feminine bedspread.

Despite the gagging concoctions the "dentist" threw into the pollywogs' mouths, the ungodly baths in the fish-oil pool, and various other harassing events, the entire show was accepted by all in a most congenial manner. Even the less gregarious were on hand for the laughs.

USE FOR GUN-TUBS

On the trip homeward, as far north as Trinidad, the crew found much good use for the gun-tubs—they were converted into make-shift swimming pools, with the fan-tail serving as the "beach." Of course, every time the ship took a sudden roll, the water splattered over all passers-by and placed the "proprietors" in a most precarious position.

With the return to peacetime sailing, for which the merchant seamen fought so valiantly, not only the ships have been painted gaily again, but also the lives of the men who sail them have become brighter, and humorous things, such as this initiation, are once again painting the highways of the sea with the color of bygone days.

the port ahead of the ship. If something happens, or if there is some hold up, the agent forwards the mail to the next port.

When the ship is eastward bound, and in the Atlantic Ocean, deliveries are made by having company representatives go from New York with the mail, to meet each ship with the loss of the least possible time.

It Was The Fairland's Last Trip

The Crew Wasn't Superstitious, But Things Happened . . .

Not a single member of the crew of SS Fairland could have been called really superstitious when they signed on for her thirteenth voyage at Portland on December 14. And none of them can be called really out and out superstitious now. But some of them probably won't be as anxious to sign on any ships making their thirteenth voyages in the future. Not that they're superstitious, mind you . . .

It looked like an entirely auspicious voyage from the start. Then everyone learned they would lose Christmas. The Fairland would cross the dateline on Monday, December 24, eliminating Tuesday, from the year.

Baker Charlie Smith, who dropped into the New York Hall recently, said everyone was discussing the year without a Christmas when, on Sunday, December 23, there came a terrible hissing from the engine room. It was followed by an emergency alarm and then a general alarm.

ENGINE ROOM FIRE

"Lifeboat stations," someone shouted. "This is the McCoy."

A boiler tube had blown and kicked the fire out into the engine room. Thirty minutes later word was passed that the fire was out. But the ship was wallowing in a trough without power, and a hell of a storm was swinging down from the Aleutians. The one boiler out of commission had taken the water and steam of the others. Condition of the remaining boiler was unknown.

Finally word came from the engine room that one boiler could be used. Four hours later steam was up and the screw began turning over, slowly. The Fairland could now head into the huge combers. The wind was now gale velocity, but the ship still could make four knots an hour, which gave her steerage way.

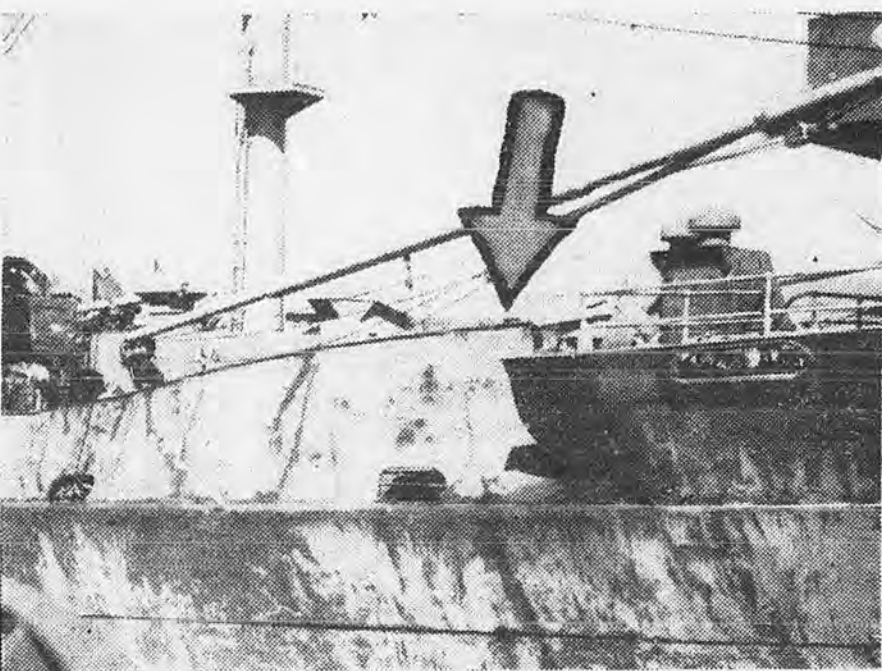
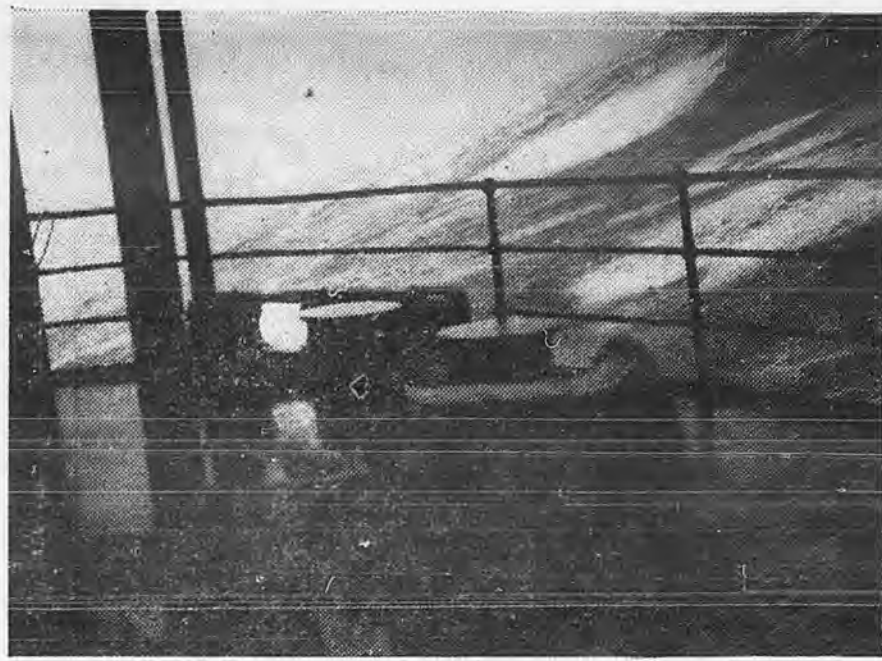
The storm increased during the night. Everything that could tear loose did so. By morning the wind velocity instruments reached maximum—force 12. And the wind kept increasing.

A REAL COMBER

At 2 p. m. on the 24th came a crash that shook the ship from stem to stern. Men went for their life jackets. A tremendous wave hit the starboard beam. Among other things, it dismantled a starboard running light 60 feet above the waterline, poured water down the funnel, swept away five life rafts, dislodged a lifeboat and ripped out and crumpled 45 feet of half-inch steel plate along the starboard rail.

But the storm had done its worst. After that it subsided, gradually.

Next afternoon, after a survey, Captain Anderson decided repairs were necessary and changed course for Honolulu. The storm had kept the Fairland from crossing the dateline, and it was Christmas. It remained Christmas all day, and the passengers and crew of the Fairland celebrated it all day. The weather was still rough, but the sun was out—in more ways than one to the guys aboard the Fairland.



Here's the way (top) the seas looked from the deck of the Fairland during a quieter moment of the storm when Seafarer Charles Smith was able to get on deck and make a picture. And if you think those seas weren't pounding, look at the torn and buckled plates (arrow). This is the way the Fairland looked when she reached port.

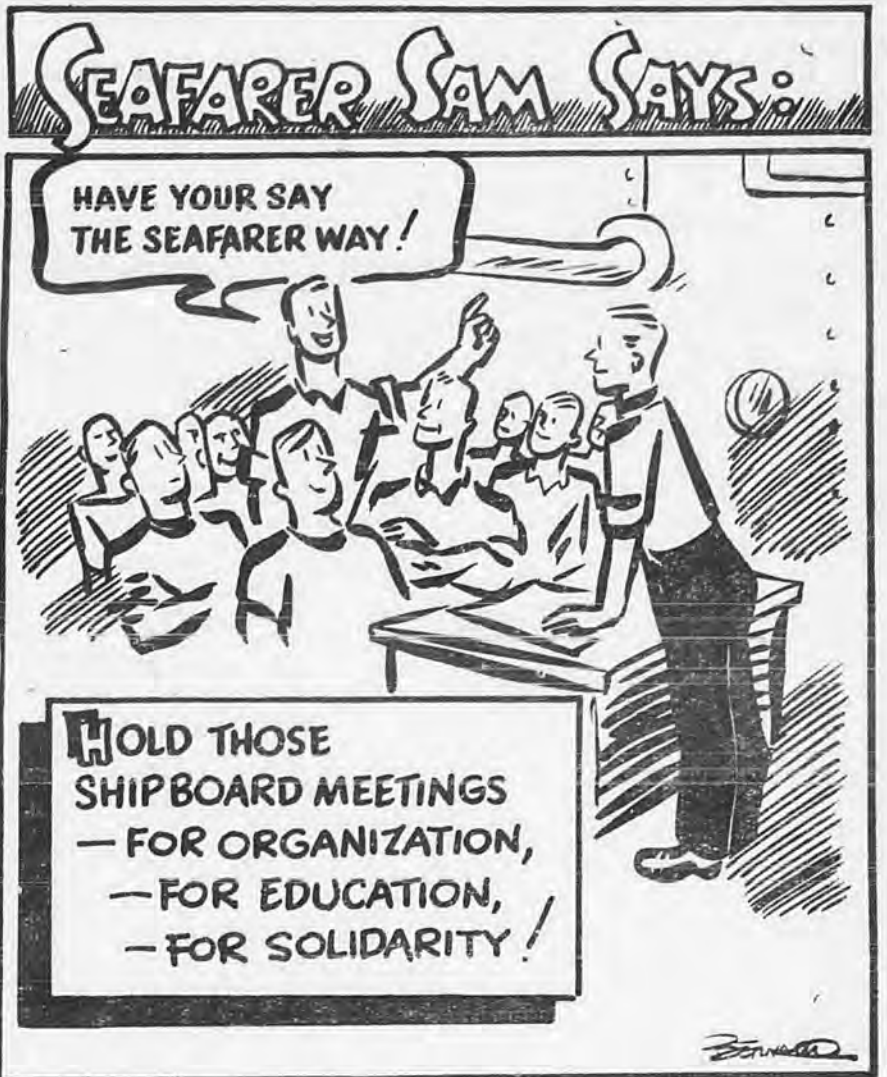
MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

OCCIDENTAL VICTORY, Sept. 31.—Chairman D. Johnson; Secretary D. West. Engine Delegate reported on overtime that was lost by oilers on last trip due to delegates' ignorance. Chief Engineer agreed to pay overtime on Second Engineer's verification. Motions carried: That one man from each department be assigned to keep gunners quarters and messroom clean each week; Steward to keep laundry clean and supplied; soaking clothes not to remain in laundry more than 24 hours; all men to cooperate in keeping mess room clean.

OCCIDENTAL VICTORY, Oct. 6.—Chairman M. Zirolis; Secretary D. West. Deck Department to request overtime for call back to ship while berthed at Colon, C. Z. Steward Department requested firemen to eat soon after noon watch so cooks wouldn't have to spend so much time in hot galley. Good and Welfare: Decided on seating arrangement for mess room; ash trays may be obtained from steward as long as supply holds out; pantry should be kept cleaner and food returned to icebox; watches to get flashlights so as to get to and from look-out.

OCCIDENTAL VICTORY, Feb. 10.—Chairman B. Cadman. Deck Department reported overtime was checked and OK'd for trip. Motions carried: Crew will not pay off until black gang overtime is thrashed out; all except two probationary book members were accepted into the union; one new member to be referred to Patrolman so that rules and regulations of the union can be explained to him. Good and Welfare: Steward questioned reason for electing SUP man as Deck Department delegate. In his opinion this was against rules of the union. Crew stated they elected man on recommendations of former crew. List of improvements for ship drawn up for future crews benefit.

JOHN GALLUP, Nov. 4.—Chairman Vendetta; Secretary Way. Motions carried: One man from each department to inventory ice boxes and store rooms; All passengers to be prohibited from entering crew messhalls; Steward to report to skipper if any member of crew takes cups or pitchers and does not return them. Good and Welfare: Men complained about being served second rate meats such as hot dogs and chili. Steward explained that it was the best he could do.



CUT AND RUN

By HANK

If you see a pair of seamen, one short and smiling and the other, big and poker-faced, it will be Jack Lawton and William Wolff merrily making the best of it here in New York . . . It looks like Blackie Gardner, Peg-leg Andersen and Bill MacQuistian, the writer and orator, are not together again as they have been . . . Fireman Bush blew in from Frisco, said hullo to Frank Radzila, and will rest up awhile with his swollen ankle while his lawyer keeps working on that old case of his.

Cook Pete King might ship out, even though he's waiting to settle his case. It ain't so easy to wait too long, especially when there are some shipmates on a good ship hoping you'll sail with them . . . Red J. Whitten blew into town and is taking things easy, as usual.

Oldtimer Andy Thevik is ready to ship out, after talking things over with Paddy Hanson and his little brown pipe . . . What's Rum and Coke West waiting for? Every week rolls by and he's still smiling his way around, and talking about Coffee-drinking Morgan? Perhaps he's waiting for another shipmate or a certain ship?

Charles Copeman and Johnny Cabral are preparing to ship out, although they miss Pete De Fazi—who now sails as Third Engineer. Pete's brother, Richard De Fazi is still in the Army, although he once sailed in the SIU and still talks about the boys.

John Marciano likes to hang around the beach but Teddy Cucchiarelli can't afford such a thing. After all, Marcy hasn't got any responsibilities . . . We thought we got a quick glimpse of AB Harvey Hill last week, whizzing in and out, but then we might be mistaken . . . Bosun James Scott might ship out for just one more trip, if there's a ship going South Africa way. He has a wife and

baby girl who would like to see him home for a while longer.

We haven't seen Johnny Flynn for some time, so it must be true he shipped out fast rather than wait around for the boys . . . Lee Berwick, former bartender, nearly shipped out last week—but it was just a coastwise job to Baltimore. Anyway, smiling little Frenchy Marceaux sailed on her and will no doubt be back here again, to see Danny Ellsbury.

We heard Frank Bieniek say he was getting rather tired of staying around—so in the near future we may see Frank departing "dis cruel world of New York" . . . Robert Zulauf was another one of the guys on the Spartanburg Victory, which had the honor of being the first U. S. ship in seven years to visit Finland.

Little George Kelly, Messman on that Delaires voyage is now working on a contract job in England. Perhaps it's a waiter's job or something like that . . . We haven't seen or heard about "Frenchy" Norman Guillet since '43 and we're wondering if he knows we have a New York hall?

Cook Teddy Hess was rather anxious to ship out with one of his shipmates—but the guy he was asking has a bad leg right now, so he can't do it . . . Say, where's Joe Buckley now? Down there for the Mardi Gras with Tom Gould, Slug Siekmann and Jimmy Crescitelli.

Baker John Bove is still trying to ship out—but for a good run. Perhaps this week will be good for all concerned . . . We've noticed Pete Sudlo and "Chips" Hansen toiling away the daily hours playing five-hundred rummy—while waiting for more jobs on the board. Say, Chips, do you know about Bosun Dick Brady working and living up Jamaica, Long Island now?

New Berths Boom Boston Shipping

By JOHN MOGAN

BOSTON—Business and shipping in this port continued good for the second week in a row. All kinds of rated jobs are on the board and, in many cases with no takers. It looks as though the activity is not going to die out for a while, as the prospects for the coming week show three payoffs for Monday.

This increased business is no doubt due to the fact that the Army has just about pulled out of this port completely, making available a good many berths, the lack of which had been a definite drawback for shipping here.

Eastern Steamship is readying up two of their ships for the passenger trade and expect to resume operations early in the summer. Standby crews have been placed aboard both ships while they are being reconverted, and it's beginning to look like old home week, what with all the oldtimers showing up around Boston.

PAY IN FULL

By way of creating a problem, many of these oldtimers are possessors of books which are in bad standing, and, at our last Branch meeting, this problem was given an airing. It was voted by the membership present that, if these members should be reinstated at a meeting, it should be part of the findings that they be required to pay in full before being permitted to ship.

In other words, the feeling was strong that these members not be allowed to pay up on the installment plan; but because of the shipping situation today, they must be fully paid up before being permitted to compete for jobs with members who have kept their books paid up regardless of circumstances.

Of course, in many cases, this is going to be a distinct hardship; but the policy was decided upon only after a lengthy period of free and democratic discussion by all hands.

WE TOLD 'EM

There were a couple of Calmar ships in to payoff and crew up here in the past ten days. The new agreement made the payoffs infinitely easier and more satisfactory for all concerned; and, what is equally gratifying, the old hesitation of the members in taking a Calmar ship was missing and the vessels were crewed up in good time.

In view of these favorable results, it seems surprising that the Calmar Corporation held out against an agreement for so long.

The thought naturally follows that an SIU agreement with Isthmian would also be equally beneficial to the seamen and to the company. Incidentally, it does look very likely that, if an election were to be held today, the SIU would be adjudged the bargaining agent by a substantial majority.

However, it is no time to become complacent, but rather a time for redoubling our efforts in order to insure the Isthmian Line contract for our Union. And the only positive insurance available to us is to have the majority of the crew of every Isthmian ship consist of SIU members.

NO CONSOLATION

The weather here is about what might be expected for New Eng-

land—at the present time there is considerable snow on the ground, and more and more of same as one proceeds northward. Which is why the delegates get a little green around the gills when it develops that someone has to go to Portland for a payoff.

All we need now is the good word that something is paying off in Searsport (135 miles farther north) and the delegates will really get sick! But there is always the morsel of cheer—Northern Maine is a delightful place in the summer—or is that a very stimulating thought to those members who are stuck up there for two weeks or more in this weather? I'll take a small bet that it isn't!

Well, when we get to talking about the weather it means that we're fresh out of news—so we'll quit for this week.

NO NEWS??

Silence this week from the Branch Agents of the following ports:

- BALTIMORE
- PORT ARTHUR
- SAVANNAH
- MOBILE
- NORFOLK
- GALVESTON
- TAMPA

Late Opening Seen For Lakes

By ALEX McLEAN

BUFFALO—Following a tradition of longstanding, the thoughts of waterfront marine men in these early pre-spring days already are turning to speculation on the opening of Great Lakes navigation.

Their verdict today: a comparatively late opening, certainly much later than in all the war years. Engineers and fitting-out crews aren't expected to board ships in the harbor before April 1st at the earliest. Vessels won't be ready for sailing until after mid-April.

Strikes have curtailed ore consumption and there won't be any great hurry-up demand for the red mineral at lower lake ports early in the season. Grain trade prospects also are viewed as poor by these marine forecasters.

The Buffalo Federation of Labor, central body of AFL unions here, expressed emphatic opposition to the proposed St. Lawrence seaway project. Federation President Robert Smith sent to Senator Carl A. Hatch, Democrat of New Mexico, chairman of the Senate subcommittee holding hearings on the proposal, the following telegram:

"Buffalo Federation of Labor, representing largest dues-paying labor group in this area, vigorously opposes St. Lawrence seaway project as impractical and visionary."

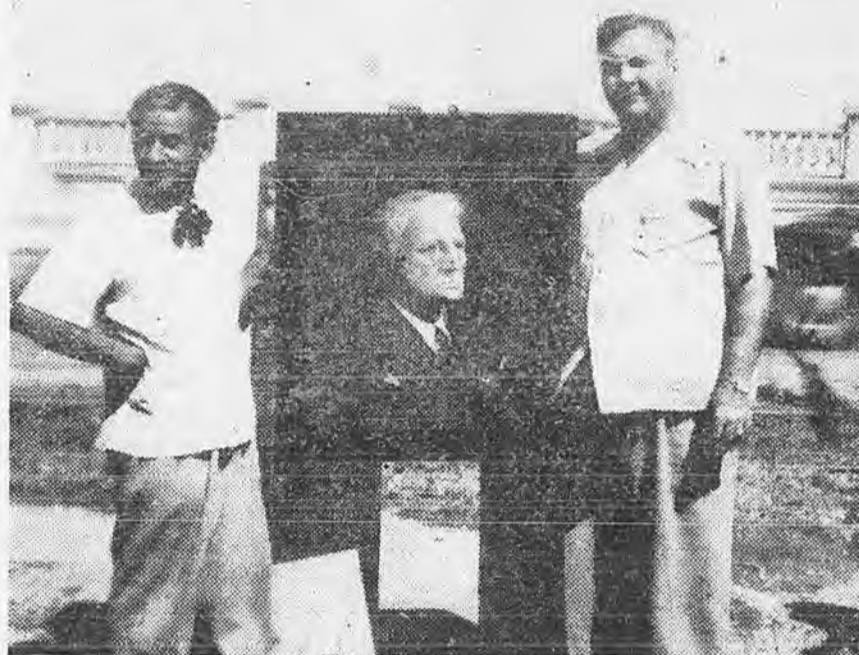
The federation has been on record for several years in opposition to the seaway, and Mr. Smith said the telegram to the Senator not only reaffirmed that stand but also supported the recent individual action of affiliated AFL Locals.



Puerto Rico Gets New Painting Of Andy Furuseth

By BUD RAY

A GOOD NEIGHBOR



M. Rosado, eminent Puerto Rican painter, (left) presents his painting of Andy Furuseth to Agent Bud Ray.

SAN JUAN—Things are about the same here, with shipping picking up and the shipping list getting longer, and more ships running steady. Most every one is happy who gets here, or gets happy soon after docking—what with rum plentiful and no shortage of lovely señoritas for the boys to spend their spare time with.

Phily's wonder boy, Soapy Campbell is with us and in love; now I am waiting for the wedding bells to peal. Tex Sorensen is here and he is getting tired of me running him down to take a job. He hid in the head of the Texas Bar for an hour when T. Lockwood told him I was looking for an Oiler.

Every week there are more NMU men coming to the Hall wanting to join up and sail ships where they get conditions and decent contracts to sail under, and representation by a Union that is run by the membership and not a bunch of political-minded commies.

BEARING A GIFT

Well, I should soon be in the land of the sturdy north-men to attend the Conference, and get a taste of the ice and sleet. I am bringing a beautiful portrait of Andrew Furuseth that was done by our neighbor below the hall, Mr. Rosado; Puerto Rico's own master with the brush and palette.

We are having a few ships to load at Humacao, which is an anchorage, and transportation is



tough, as anyone can tell you who has ever loaded there. It takes from thirty minutes to an hour and a half to make the trip one way; then you have to wait for a barge to load before making the trip.

ROUND TRIP

When I went to the Bull Line about it, all I got was a short answer and "It isn't in the Contract." But Capt. Fortunatti for Waterman is trying to remedy this condition on ships loading for him. So I think that when contracts come up for renewal, there should be a clause in all of them for at least one roundtrip a day to and from the ship to shore whenever they are at anchorage.

Charles B. Martin, G16, is to relieve me while I am gone up north; any of the oldtimers who sailed out of the Gulf and Savannah in the hectic days when we started will remember him. So until we meet March 18th keep her steady as she goes and full speed ahead.

Membership Opinions Are Sought

By ROBERT A. MATTEWS

SAN FRANCISCO — Business picked up on the West Coast last week with several repatriated crews in for payoff. Joe Wread reports the following crews were in Seattle for payoff: SS Abel Stearns and SS James M. Porter. All these men will get \$75,000 for the repatriation voyage, plus overtime for any work performed on repatriating vessels.

Payoffs in Wilmington have been so slow that we were forced to let Brother Drawdy go as Patrolman down there. He expects to ship in the Coastwise ships for awhile.

It is reported that Harvey Brown, International President of the Machinists' Union, will attempt to settle the four-month old strike of the Machinists in the San Francisco Bay area, over the heads of the local Machinists' Business Agents. In the event the strike is terminated, shipping should pick up quite a bit in San Francisco and vicinity.

WELL, 'ARRY

Now comes word that the longshoremen might pull a strike on the West Coast. There has been some job-action over hiring of checkers which could possibly spread over the entire coast. Another thing, the Longshoremen



are not exactly pleased with the fact that the AFL Longshoremen on the East Coast and the Gulf

are getting \$1.50 straight time and on the Pacific Coast the mighty Bridges has only been able to get \$1.15.

On March 18 the Annual Agents' Conference will begin in New York. All the various Branch Agents will be in attendance, together with the Secretary-Treasurer and Assistant Secretary-Treasurer.

At this conference will be charted the course which the Atlantic and Gulf District will follow during the next twelve months. Undoubtedly there will be many problems to be met and dealt with which are most vital to the membership of the Union.

SPEAK UP

Because of the fact that the SIU is controlled democratically by the rank and file, it is most essential that we get some expression from the membership on the various problems which will arise. I, for one, would like to hear what the members think of the following:

Union control of the Slop Chest; The four-watch system; Uniformity of Contracts; Formation of a Credit Union for the membership of the Atlantic and Gulf District members; A Union-operated training school; A well-rounded educational program.

WRITE IN

These are just a few of the questions which will arise. Now let's see you guys write in to the Log with your opinions and, also, take these things up in your meetings and discuss them. Let your agents know what you want and expect to get out of your Union.

The Isthmian organizing is still going along in fine style on this coast with all ships being contacted at every opportunity. Everyone concerned is all set for the election, with possibly the exception of the NMU.

Carnival Pays Coolie Wages

By C. J. (BUCK) STEPHENS

NEW ORLEANS — Shipping and business for the past week was pretty good, with the outlook for the coming week fair.

The Carnival Season started last Thursday night here in New Orleans and, believe it or not, it had its labor troubles also. In the past the light-bearers had been getting \$2.00 a night, and the generous Fathers of the City decided to give them a raise of 50c to make it \$2.50. But the men requested a \$5.00 parade rate, or no lights. They don't belong to any Union.

So the first parade started off with about three lights to the float; the Friday night parade had around two and some had only one, so as they go along the outlook for the parades look mighty dark.

The head of the Saturday night parade has appealed through the local press to all discharged service men to carry the lights at the low wage of \$2.50, and give their brother service men and families a break so they can see some good parades. What low depths these labor-haters will go to, to try and beat the working stiff out of a few dollars!

They contend that all parade expenses are carried by a few local individuals and should be cut as low as possible. Why in the hell don't they make some



of these local merchants here foot the expenses is beyond me. They are raking in the gravy with all the visitors in town.

The speed derby here in N. O., has ended and it was won by Pat Gallagher and Louie Meridith. The Merchant Seaman was in up until two nights before the end, and he wound up by slipping out of the ring and busting a couple of ribs. I knew they would have to really bang him up to get him out; maybe next time our seaman will bring home the bacon.

I'm enclosing a snap shot illustrating the latest duty of a Steward. It is a shot of Brother Stringfellow, Steward of the Waterman Scow, Cape Romain. Believe it or not, Brothers, but he is playing the role of nurse maid in this picture. The mother of the young one was seasick most of the trip, so Brother Stringfellow carried on. Never let it be said that an SIU Steward is not prepared for all events, and cannot take them in stride.

Not In Contract



Brother Stringfellow, Steward on the Cape Romain, swings into peacetime shipping.

Philly May Have Longshore Strike

By RED TRUESDALE

PHILADELPHIA — Business remains good in this port and, from all indications, will continue so indefinitely. We paid off a Bull and two South Atlantics this week, and there are several scows lying offshore which will also probably take full crews.

However, there's a longshoremen's strike in the offing and, if it materializes, it will probably foul up shipping until it blows over.

The unorganized ships keep the local piccards hopping. We have been successful in getting a number of SIU men into these scows. We continue to hit them whenever the opportunity presents itself.

There are a number of men on the beach here — Wednesday's meeting was well-attended. In fact, there were as many standees as there were members who found seats.

Frenchy Michelet blew into town with the avowed intention of making a ship to Italy. We understand that the gang waiting to ship with him has invested heavily in bicarbonate of soda.

"Ski" Janowski, the local Dispatcher, is going to ship with Frenchy as a Deck Engineer — seems he's getting too fat and wants to shed forty pounds or so.

We wonder how Ray and Sammy are making out 'way down yonder. We understand that the necessities of life are ridiculously high there. Why, they tell us that whiskey is a buck a throw.

Oh, yes — we visited Saint Agnes hospital where several SIU brothers are laid up, apparently indefinitely—or as long as these snazzy nurses keep trotting around the wards anyway.

HE CAN'T SEE SPOTS IN FRONT OF HIS EYES

One of the boys sweating it out on the third deck of the New York Hall, waiting for a ship, is finding his wait expensive. He whiles away the time playing 500 rummy with another Seafarer. Stakes are a "coke" a game, and he hasn't won a coke since the game started three weeks ago.

Almost every other habitue of the Recreation Room has gotten interested in the long distance game. They're rooting for the consistent loser. They want to see him win at least one game, and some of them are talking of chipping in for a pair of glasses to help him do it.

They feel he might have a chance if he could see his cards.

NOTICE!

Seafarers Sailing As Engineers

All members—retired and former members—of the SIU, now sailing as licensed Engineers, report to the New York SIU Hall as soon as possible.



By VERNON SMITH

Copies of the new proposed amendments to existing contracts between the Seafarers and River Terminals Corp., Coyle Lines and Whiteman Towing Co. have been submitted to the operators and negotiations are already under way. However, Bailey De Bardeleben, General Manager of the Marine Division of Coyle Lines, objects to an eight-hour day on the tugs. He claims, "the industry (towing) cannot consider any contract, the basis of which is an eight hour day."

Now there's a prime example of a man talking through his hat. Of course we all know that what Bailey objects to is the payment of overtime after eight hours, but when he attempts to speak for an entire industry, he's putting up a bum argument. For Bailey's information, I'll mention offhand just a few of the towing companies which have not only considered an eight-hour day, but have signed contracts with the SIU which calls for an eight-hour day.

SOME EXAMPLES

The most recent of these was the Mobile Towing and Wrecking Co.—an eight-hour day contract. The Moran Towing Company recognizes an eight-hour day as per our agreement with them. The Eastern transportation Co.; the Southern Transporta-



tion Co.; Martin Marine Trans. Co., and the Dougherty Co. in their agreements with the SIU recognize an eight-hour day. Space prevents me from listing all of the SIU eight-hour tug contracts, but any time Mr. De Bardeleben doubts the above statements, I'll be more than glad to show him copies of the above mentioned contracts.

Recently there has been some misconception on the part of a few members regarding the existence of the present contracts with RTC, Coyle and Whitemans. This is due in part to the fact that the present contracts have

Beware Of Jacksonville Gestapo

By LOUIS GOFFIN

JACKSONVILLE — Things have quieted down here since our old standby, the SS Newberg, left us for Galveston. We don't know what to expect in the way of ships, so we will just have to wait around with our fingers crossed. A few oldtimers have shown up in this port recently

to escape the snowballs up north. We've seen Brothers Van Dyne and Barrett, and an old picket-line mate from Baltimore, Charlie Schrunck.

Brother Jones, who assisted in the Branch for awhile, is getting himself readied up to sit for his Second Assistant Engineers ticket. We wish him luck.

WATCH YOUR STEP

We have been advised to tip off any of the boys who figure on coming down here to keep a weather eye open for the local gestapo. They make it a point to arrest any merchant seaman, if he as much as stumbles, on the pretext that he is drunk. Quite a number of guys have been pinched, and the fines in this town are plenty steep.

We visited the Commissioners office recently, and all we saw were Lieut. Commanders. It seems that every officer in that office is strictly a two and a half striper.

We haven't had any trouble with those birds yet, but while we were there we told them of our position regarding the Coast Guard. They came up with the usual crap about how happy they would be to get out of the Merchant Marine picture, but we didn't notice any rush to leave those cushy jobs or to tear off those uniforms.

FORTY SHIP OUT

Have shipped around forty men in the last few days, and have persuaded fifteen men to go to Galveston.

We are still being troubled with the oldtime finks who sailed non-Union all through the war. Now that there is no RMO in this port, they come looking for a Union ship.

Along with them there are numerous kids looking for seamens papers. We use the youngsters when they are needed, but the finks are strictly out. We send



them to the NMU hall so that the birds of a feather can flock together.

POEM

Here is a little poem that has a good meaning, and we thought it would fit into a seamens paper.

"FUTURE"

Sail fast, Sail fast,
Ark of my hopes, ark of my dreams;
Sweep lordly o'er the past,
Fly glittering through the sun's strange beams.
Sail fast, sail fast,
Breath of new buds from off some dying lea
With news about the future scent,
the sea.

The United Textile Workers-AFL, representing 96,000 workers will hold its ninth biennial convention in Washington starting Apr. 29, Intl. President Anthony Valente announced last week. The last convention was held in April, 1944.

SIU Crew Feeds Starving Greek Children

PATROS, Greece, Dec. 11 — Thomas DiFazio, Steward of an American Steamship, the Edward K. Collins, yesterday sent an invitation to fifty poor children of the city of Patros and gave them all the means to have a good time for quite a few hours.

This news report, taken from a Patros newspaper, does not tell the whole story. It does not tell of the quantities of food which was distributed by the crew out of their own rations. It does not tell of the clothing and shoes which were bought by the crew and given to the children. It does not tell of the starvation and death which was witnessed by the crew.

When the relief ship, Edward K. Collins, steamed into the port of Patros, the crewmembers immediately made plans to give what additional help they could. A pot of stew was prepared each day for distribution to the destitute people who lined up at the gangplank. The leftovers from each meal was also given to them.

As DiFazio says, "It was impossible for us to eat when we knew that children were going hungry. So we started a little plan. Each day the crew would do without something. One day, no butter; the next day, no marmalade; the next day, no meat,

Forget The Dead



The tarpaulin behind the children cover starvation dead. The kids pay the mound no mind—they're waiting for food.

etc. Soon we had enough food saved up to give a party for these kids."

PARTY GIVEN

On December 8, before the ship left Patros, a party was held for fifty Greek children invited by the crew. The vessel was decorated with American flags. Chocolate bars and chewing gum

were contributed by all hands, licensed and unlicensed.

The labor of preparing and serving the food was contributed by the Stewards Department. And best of all, money was collected to buy shoes and clothing so that each guest could be given a useful gift.

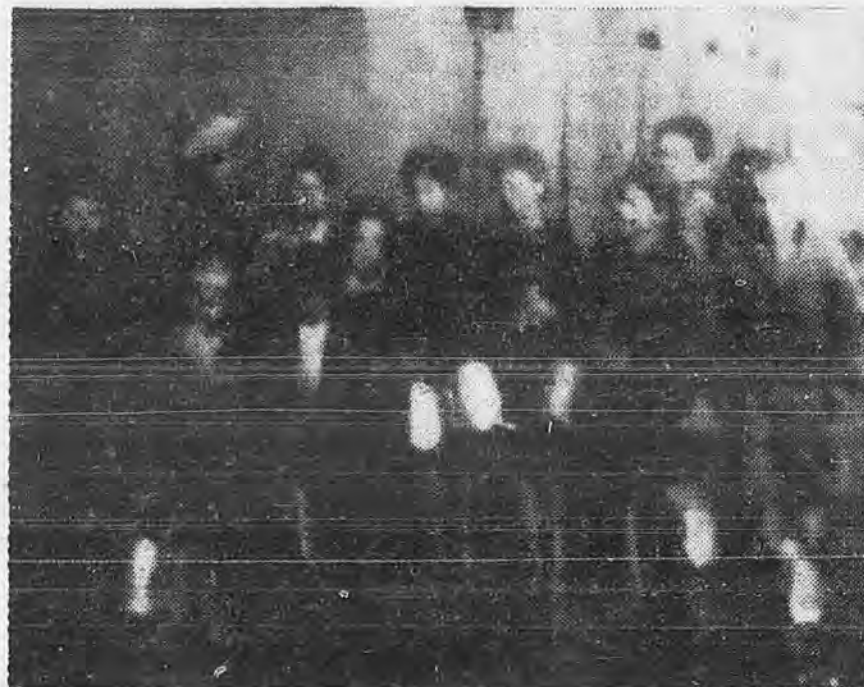
The menu, at the dinner, included soup, hamburger steak, mashed potatoes, string beans, cake, fruit, and candy. And of course, all the bread, butter, and marmalade that the kids could eat or carry with them.

DEATH STRIKES

"Some of the youngsters" said DiFazio, "were so afraid that this would be their last food for a long time, that they stuffed their pockets with bread and butter. Maybe reading this story in the Log will cause other crews to do the same thing when they hit foreign ports."

The hunger that is ravaging all of Europe was witnessed at first hand by the crew of the Collins. While the townspeople of Patros were lined up at the gangplank, waiting for food, some of them died and had to be covered with a tarpaulin. This happened quite a few times, and although the crew had seen death strike before, they never could become used to seeing men, women, and children die from hunger and exposure before their eyes.

CHOW LINE FOR CHILDREN



Lined up with mess gear, the kids wait for the feeds. Some of these children would now be dead, if it weren't for the Collins crew who gave of their own food so that these innocent victims might live.

COME AND GET IT!



The happiest word in Greece these days is—food! And hungry kids fill up for first time since the war.

Curran Admits Commies Control NMU, Says Members Are Sold-Out

(Continued from Page 1)

ing him as an agent of the Kremlin during and after the war, supplying information on troop and convoy movements to the Communist national headquarters at 31 East 12th Street.

Government agencies, the Telegram substantiated, found that seamen returning on convoys were quizzed about the size of convoys, their destinations, cargoes, number of troops transported and identification of troop units.

In his report to the membership Curran piled conclusive proof upon many items of CP leadership and disunity in the NMU ranks already well known to the Seafarers.

He asked the membership to oust Smith, McKenzie, Myers and Stack, charging that a committee appointed to investigate disunity in the NMU had failed to bring facts to the members.

"It doesn't trust you with these facts," he said.

He told the members how the commies had sold the membership down the river on wages during the war, backing the War Labor Board on its low-wage policy, in line with the party's policy of subordinating all union issues to helping Russia win the war.

"From that time onward," Curran said, "those who had disagreed with the national council found themselves picked out, one by one, and character assassinated and, one by one, made to either leave the Union or, if they desired to stay in the Union and

fight for the membership, placed in a position where they were called all kinds of names."

—OR ELSE!

Myers and McKenzie, he said "made the decisions and then handed them on to the national office . . . Men were driven from the Union and whispers and rumors maligned all dissenters.

"The Union is in the hands of a machine, a machine that is going to tell you how to work or else. I will not be a party to a machine. The machine tells you who is a phony in the Union, the machine tells you who to elect, who to fire.

"The machine tells you who to bring on charges . . . If you want it, it is okay with me, but if you don't want it you have to have the facts and nobody should escape. Anyone who is part of a machine should be thrown out quickly . . . You are the ones who can bust it up."

Curran said he could "stand here the next three hours and give you dozens more examples . . . I want to see the truth for a change. I want to see recognition that the Union is the rank and file."

RIGGED MEETINGS

But Curran warmly defended an opposing faction of NMU officials who were party members but have fallen from grace within the commie circle. Their "crime" in each case seems to have been that they questioned the party line or deviated from it.

One of them, Charles Keith, a delegate, was expelled from the party because of "factionalism."

He and 20 other union members wrote a letter to *The Pilot*, charging that Port Agent Stack had been rigging meetings as he saw fit.

The World-Telegram, meanwhile, had obtained evidence that the NMU "machine" to which Curran referred functioned directly out of Communist headquarters. It learned that the communist national committee laid down an official party line for the NMU at its secret meeting on February 5.

On that date, the Telegram says, William Z. Foster, communist national chairman, warned that the party already had cracked down on NMU comrades who got out of line and warned that more expulsions would come. He said:

"We have a very dangerous situation in the NMU. We have done our best to try to adjust the situation and have been unable to accomplish it.

"The principal reason is our own comrades in the NMU. They are not carrying out the party line or we would have a different situation in the NMU. This is intolerable.

"There has been a little surgery in the NMU but apparently not enough. If these comrades continue in defying the party line, we will have to do some more surgery."

And the Telegram says that NMU Vice President Blackie Myers, a member of the communist national committee, was present at the meeting.

ON SEA TRITON, IT'S THE SIU



Some of the Isthmian crew members aboard the Sea Triton. Reading from the left (kneeling): Billy Burke, AB; Gretskey, OS; Rodriguez, AB. (standing): Bill Stroy, Bosun; John Neilson, AB; Shelby, FWT; Martinez, AB; Michaud, AB; Blea, OS; Beauchamp, MM. Volunteer ship's organizers Strom and Gordon were busy working, and so couldn't be included in the shot.

BULLETIN BOARD

Here It Is —

Back pay checks from the city of Grand Rapids are at the Chicago Hall for the Brothers and Sisters.

CITY OF GRAND RAPIDS

Otto Carlson	\$56.70
Carl Edwardson	27.60
John Erwood	16.44
Raymond Forst	27.60
Howard Hill	26.08
Richard Hossler	23.65
Otto Horner	46.64
George Koche	27.20
August Melmros	25.14
Thomas McKee	25.41
Frank Milkus	28.58
John Murphy	23.09
Cornelius Schaper	24.40
Robert Snyder	23.02
James Toughy	21.79
Harry Bjork	26.08
Manus Boyle	29.08
Conrad Graham	26.61
Oscar Grande	29.08
Karl Holm	22.32
Ed. Horton	29.08
Harold Lamrock	9.99
Clyde Patzkowski	25.14
Ray Quilan	26.61
Albert Rosenberger	26.61
John Russell	25.19
Ernest Rddlewicz	22.74
Donel Zelser	18.08
Oscar Zacher	19.71
Charles Bank	17.12
Ernest Desjardin	21.83
Hazel Fogel	22.68
Anderson Jones	19.54
Joy Kooker	22.17
Edith Larson	22.17
Ida Lou Lavelle	24.15
Mary McNeely	22.17
Maxine Miller	22.68
Barbara Quayle	19.18
Bradford Spake	24.35
Margaret Best	21.47
Nettie Brown	22.17
Sidney Burton	21.81

Ernestine Butler	22.17
Merina Davis	21.81
Wm. H. Ferrill	22.17
Anna Grier	19.54
Willard Hess	21.57
Mattie Jackson	22.17
Mildred Jenkins	22.17
Alice Jones	22.17
Phillip Kirschenbaum	22.17
Mack Rogers	21.81
Clyde Worser	21.12
Ted Zabrowski	21.47
Robert Burkholz	20.95
Madeline Graham	24.15
Russell Jones	22.17
John O'Neill	22.17
Janet Pettit	22.00



NORFOLK

Individual Donations\$ 1.00

NEW YORK

Individual Donations	\$ 9.00
SS STEVE TAYLOR	4.00
SS CECIL BEAN	22.00
SS MONROE	6.00
SS A. A. INGERSOLL	27.00
SS J. M. GILLIS	24.00
SS HAGERSTOWN VIC.	14.00
SS ELWOD HILLS	26.00
SS GEO. WASHINGTON	26.00
SS OCCIDENTAL VIC.	38.00

NEW ORLEANS

SS JAMES SWAN	\$20.00
SS COSTAL	
COMPETITOR	11.00
SS CAPE TRINITY	12.00
SS THOMAS NELSON	9.00
SS FIRE ISLAND	15.00
SS WALTER	
CHRISTIANSEN	6.00
Individual Donations	1.00

PHILADELPHIA

SS D. WILLARD	\$45.00
Individual Donations	570.00
TOTAL	\$886.00

About The Draft

All men who come within the provisions of the Draft Law should keep in touch with their draft boards while on board ships. Do not depend on the Purser to do this for you. He may fail to do so, and the first thing you know, you're not a civilian anymore.

NOTICE!

The books of Robert S. Russak, and Don G. Cameron are being held at Headquarter's offices in New York.

Seafarer Led Filipino Guerillas

(Continued from Page 4)

ploy to spy on them. Faces turned the other way as he walked down the street. Men spat as he passed.

But in three months he had gained the confidence of the Japs and could go anywhere. He was able to smuggle medicine and ammunition to the guerrillas, able to pass on to them information on Jap supplies and concentrations through his brother, brother-in-law and uncle, who acted as messengers.

JAP CULTURE

Then came the day when the Japs caught them. Bender's brother-in-law and uncle were shot. His brother Frank begged the Japs to shoot him for four hours, before they did. They had discovered he was an American and pulled long strips of skin from his body with pliers, a little at a time.

Ed Bender fled to the mountains. Major Enriquez had been killed, but he got in touch with Capt. Matiana R. Balauag, commanding Co. G, 14th Infantry, who asked him to organize a guerrilla outfit to support his company, which had been reduced to 115 men, including officers. Bender did. He recruited men, and they recruited other men. In no time at all he had a regiment of five battalions of 350 men each. Officers were elected. As regimental commander, Bender assumed the rank of lieutenant colonel.

THE BOLO BOYS

Bender's First Bolo Regiment had little more weapons than the name implies when they started out. But the bolo is an effective weapon, ambushed Japs found. Soon the outfit was fully provided with Japanese weapons. Then the Americans began dropping supplies and ammunition. In no time the Bolos had cleaned

out all of the collaborators in the area. The Japs tried to retaliate. They were ambushed each time they came into the mountains. The Bolos fought five major battles with them. Few Japs escaped.

Once the Americans were established on Leyte they requested information on Jap supply depots, ammunition dumps and concentrations. The Bolos were able to supply it about Santiago, Isabela, and all of the ammunition dumps and rice granaries in the area were pin-point bombed.

Meanwhile, the Bolos had hacked an airstrip out of the jungle with bolos and plows. Pilots who were brought down were spirited to the airstrip, and light planes carried them back to Allied airfields to fly again. Tech-



nicians were flown in. Among them was a Filipino boy, Lieut. Larry Guzman, who became the idol of the Bolos because of his artfully contrived mines and booby traps which accounted for hundreds of Japs.

AIRSTRIPE BATTLE

When the Americans landed on Luzon, a good portion of the Japs were occupied with fighting the guerrillas. The Bolos cut off some 2500 men who were trying to reach General Yamashita's headquarters to the north. The battle was fought at the airstrip, and when G-2 asked for prisoners there were only eight Jap survivors. Many others had been taken prisoner, but weren't

able to live in the high altitudes, somehow, Bender says.

Bender's first contact with the Americans came when he brought the prisoners to Captain Sherman, commanding Co. I, 145th Infantry. The Captain ordered the Lieutenant Colonel to patrol an area along the highway to Baguio, and Bender followed the Captain's orders.

A month later the GI's took over, and Bender ordered his men to go home.

For a month Bender taught at the small arms school at Camp Roosevelt, Ilocos Sur. Then he found out repatriation to the United States was open and his tendered resignation was accepted. Meanwhile, though, the First Bolo Regiment of Isabela, P. I., was officially recognized by the U. S. as part of the Philippine Army. Many of the men who fought with bolos in rags now wear U. S. Army khaki. The regiment now is commanded by Lieut. Col. Alejandro C. Manikad.

Bender never has been decorated for the part he played in securing northern Luzon for the Allies, but he doesn't mind. He's proud to have killed some of the Japs who flayed his brother, proud to be sailing under the U. S. flag and the Seafarers International Union banner.

MONEY DUE

SS JOSEPH I. KEMP

The men who joined the ship in New York and paid off in San Francisco can collect transportation by writing to the Interocean Steamship Corporation, 311 California Street, San Francisco, California.

SS THOMAS WOLFE

The crew which paid off in San Francisco March 1, has one night's lodging coming, which can be collected by writing to Williams-Diamond and Company, 215 Market Street, San Francisco, California.

The following men have overtime coming from the Mississippi Steamship Co.:

A. K. Knox, \$6.48; H. C. Roach, \$5.04; C. Dean Jr., \$4.32; L. R. Guy, \$17.28.

SS ALCOA PATRIOT

The following men have three days plus overtime coming to them:

C. McIntire, D. Gunn, G. Losee, F. Hills, Jr., R. Malinen, H. Childers, D. Turpel, A. Mackowski.

Joseph Chavez, K. Clark, J. T. Miller, R. Greppi, R. Prozinski, James Ramer, John Spinosa.

The money can be collected at Alcoa Steamship Company, 17 Battery Place, N. Y. C., write or cal.

PERSONALS

DWIGHT SHELDON

Write your grandmother immediately. She has important information for you.

FRED A. BARTHOLOMEW

Contact the Customs Agency, Customhouse, New Orleans, Mr. W. L. Whitney, in reference to documented gas crew vessel 'May.'

MELVIN V. HAY

Please write to your mother.

ROBERT C. WILSON

Call Silas B. Axtell immediately to sign releases. He is holding check.

ROBERT G. PENDERS

Your book, left behind on the SS Spartensburg Victory is being held for you at the Philadelphia Hall.

SIU HALLS

NEW YORK	51 Beaver St. HANover 2-2784
BOSTON	330 Atlantic Ave. Liberty 4057
BALTIMORE	14 North Gay St. Calvert 4539
PHILADELPHIA	9 South 7th St. Phone Lombard 7651
NORFOLK	127-129 Bank Street 4-1083
NEW ORLEANS	339 Chartres St. Canal 3336
SAVANNAH	220 East Bay St. 3-1729
MOBILE	7 St. Michael St. 2-1754
SAN JUAN, P. R.	45 Ponce de Leon San Juan 2-5996
GALVESTON	305 1/2 22nd St. 2-8043
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St.
SEATTLE	86 Seneca St.
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd.
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St.
CHICAGO	24 W. Superior Ave.
CLEVELAND	1014 E. St. Clair St.
DETROIT	1038 Third St.
DULUTH	531 W. Michigan St.
VICTORIA, B. C.	802 Boughton St.
VANCOUVER	144 W. Hastings St.
TAMPA	842 Zack St. M-1323
JACKSONVILLE	920 Main St. 5-1231
PORT ARTHUR	445 Austin Ave. Phone: 28532

Edmund Fanning Crew Condemns NMU For Stalling Isthmian Vote

Isthmian Sea Triton Welcomes Seafarers

By A. GORDON and R. STROM

BOSTON — Another Isthmian vessel, the SS Edmund Fanning, followed the lead of some sister ships by holding a shipboard meeting, electing delegates, and passing a resolution condemning the dilatory tactics of the NMU in playing the company's game by stalling the election.

After the opening of the meeting, D. Collins and A. Rauseo were elected chairman and secretary respectively. J. Ahern was elected Deck Delegate; J. Garvin to represent the Engine Dept.; and H. Weising as Stewards Delegate.

Considerable discussion then ensued regarding the possibility of having the Isthmian election to determine the collective bargaining agent held in the near future. At the conclusion of discussion, it was regularly moved, supported and carried that the Seafarers International Union of North America be petitioned to represent the crew of the Edmund Fanning.

CONDEMNS NMU

Whereupon the following petition was drawn up and signed by 23 crew members present:

"We, the undersigned members of the crew of the SS Edmund Fanning (Isthmian Line) being in dire need of a representative to conduct collective bargaining in our behalf with the Isthmian Line officials, do hereby petition the Seafarers International Union of North America to so represent us.

"Further, we also request that the Seafarers International Union of North America do everything in its power to bring about an immediate election within this company, and thus obviate the efforts of the National Maritime Union to stall the election, which stalling tends to benefit only the Isthmian Line company to the detriment of us seamen."

90% SIU

After leaving Norfolk, the Fanning crew, upon learning the score, swung to the SIU with the exception of three men either undecided or for NMU, making it better than 90% for the Seafarers.

One amusing incident concerned the Bosun, who is a whishy-washy NMUer, and refused to knock the men off so that a shot of them might be taken. However, when the deck gang knocked off anyway, the Bosun made a mad dash to get in the picture himself, proving something or other! Actually, the Bosun isn't really NMU, according to the crew—merely misled by their phony propaganda.

Now that the Fanning crew has had a taste of union democracy in the form of a shipboard meeting, electing their own delegates to take care of their many problems and beefs, they're all for the Seafarers' brand of unionism and membership representation.

EDMUND FANNING DECK CREW



Here's the Fanning's Deck Department, taken aboard their ship while docked at Boston. Fifth from the left in the rear row is Bosun Antoniou, supposedly NMU, who wanted to be included with the rest of these Isthmian Seafarers.

BLACK GANG OF THE FANNING



The Fanning's Engine crew display their sentiments in no uncertain terms. These Isthmian men with their SIU sign are typical of the great majority of Isthmian seamen who are all for the Seafarers.

Clearing The Deck

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insisted on fighting for the welfare of the membership and not the Communist party.

THESE THINGS MUST BE TOLD THE NMU MEN, AND THEY MUST BE TOLD IN A FRIENDLY SPIRIT. WE MUST NOT BRAG ABOUT THEIR TROUBLE OR ACT AS THOUGH WE ARE GLAD THEY ARE HAVING SUCH PROBLEMS.

It would be well for members of the Seafarers to invite rank and file members of the NMU to visit the Seafarers Halls. Many of them know nothing about the Seafarers, other than the lies they

have read in the Pilot or been told by their leadership. Now is the opportunity for us to show members of the NMU in just what manner the Seafarers operate on a day to day work basis. Now is the time to let them see that the membership of the SIU shapes its policy and program.

Unless we do this to help the good members of the NMU to put their organization in a workable condition, minus the leadership of the communist scabs and finks, we will stand a good chance of seeing the unfortunate picture of the shipping companies smashing the NMU.

It takes no great imagination to see what would happen if the shipowners succeeded in knocking down one maritime union. If this happened all maritime unions would be weakened, and the wages and conditions of all seamen lowered.

ALL OF THESE THINGS MUST BE TOLD TO THE NMU MEMBERS. WE MUST APPEAL TO THEM TO WORK IMMEDIATELY TO CLEAN UP THEIR UNION. ALL BRANCH OFFICIALS OF THE SEAFARERS INTERNATIONAL UNION MUST FOLLOW ONE POLICY. WHEN NATIONAL MARITIME

NEW YORK — It really was a pleasure and an encouragement for us to find the Isthmian men on this ship, the SS Sea Triton, as receptive as they are toward the Seafarers' drive to organize Isthmian. Brother, they really listen attentively!

When you start talking SIU to these seamen, they actually seem to take the words right out of your mouth, and ask you various questions concerning the Seafarers, Union contracts, representation on beefs, and working and living conditions aboard SIU ships.

Several of the boys weren't satisfied with just filling out pledge cards, and so took out Seafarers books, taking full advantage of the charter member offer of an SIU membership book for only \$17. We expect a number of other fellows to also take out books before leaving port.

BRING 'EM HOME 100%

There are two or three NMU men on board the Triton, but one of them has already signed an SIU pledge card, assuring us that he fully intends to vote for the Seafarers. With the rest of the crew at present shaping up over 90 per cent for the SIU, we expect to bring 'em home 100 per cent at the completion of our five month trip.

These boys are getting impatient for the Isthmian collective bargaining election to come up, and of course they know the reason for the delay, also whom to blame for it. They're pretty well riled up at both the company and the NMU for continuously stalling, thereby preventing them from enjoying their democratic privilege of selecting the union of their choice to represent them.

How about some of you brothers jumping into this drive with both feet, and do this job of organizing Isthmian up good? With your assistance, all Isthmian ships will then line up for the Seafarers as well as the Sea Triton! (See picture on page 10).

Let Us Have 'Em

The Log wants at once the names and addresses of bars, clubs frequented by seamen, particularly in foreign ports, so that they can be put on the Log mailing list. With the postal delivery to ships snafued, this remains the only practical way of getting the Union paper into the memberships hands.

So do it today—send us the names and correct addresses of your favorite places all over the world, with an estimation of the number of Logs they can use.

Build the Seafarers by building the Seafarers Log!

UNION MEMBERS APPLY TO THE SIU FOR MEMBERSHIP, THEY MUST BE TOLD THAT BEFORE THEY ARE ALLOWED MEMBERSHIP THEY MUST GO BACK AND COMPLETE THE HOUSE CLEANING JOB IN THE NMU.