

**SECURITY  
IN  
UNITY**

# SEAFARERS LOG

OFFICIAL ORGAN OF THE ATLANTIC AND GULF DISTRICT,  
SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA



Vol. VI.

NEW YORK, N. Y., FRIDAY, DECEMBER 15, 1944

No. 41

## Season's Best Greetings

to our

## Union Brothers At Sea

and their friends and families ashore

**Seafarers International Union  
Atlantic and Gulf District**

## Crew Of Fredrick Steuben Protests Action Of Chief Engineer To Robin Line

Seas Shipping Co., Inc.  
Gentlemen:

We the undersigned Engine Department members of the above named vessel, wish to convey to you some of the incidents that may have led to the dissension in the Engine Department aboard this vessel. We feel that the Chief Engineer will make his report to the Company in regards to the crew, so it is no more than right for us to make a report in regards to him.

From the start of the trip this Chief Engineer, Mr. Frank Ferdinand Pohl, had caused ill will amongst us by questioning our ability when assigned to this vessel by the union. He requested discharges or proof of our ability, when our certificates called for the respective ratings in which we were shipped. He even went so far as to send one of the oilers home for discharges from other ships after he had been shown his certificate. We would like to state here that all members of the Engine Department had sailed in the ratings they shipped on here as on previous vessels.

The Chief Engineer fired the former 1st Asst. Engineer (H. B. Saunders) and the Deck Engineer in New Orleans giving no reason whatsoever, and later told one of the crew that the reason he fired them was because they were too friendly.

This Chief Engineer caused ill will and hard feelings amongst the crew by refusing to cooperate in any way whatsoever and with complete disregard for the Union contract we have with the Seas Shipping Co., Inc. He refused to allow anyone in the engine department to do anything for anyone in the other departments. For example, he refused to allow the deck engineer to drill some holes in the wireless operators room so the carpenter could install a shelf for the wireless operator's typewriter. The Deck Engineer drill-

ed the holes during his meal hour so the shelf could be installed.

When taking fuel oil in New Orleans he pumped the oil into No. 4 tanks although there was over four feet of water in these tanks. This caused trouble for the Firemen later by making it hard to keep steam. Later in the voyage the Chief Engineer had holes drilled in the fuel oil settler tanks so the water could be drained out.

On three occasions in New Orleans and twice in New York fuel oil was pumped over the side. We took fuel oil in the United Kingdom for the voyage home.

The Chief Engineer refused to allow the crew to have a coffee pot in the engine room and went so far as to threaten the crew with a log if they brought one down below. On several occasions he broke up boxes that were on the floor plates, accusing the men of using them to sit on and not do their work.

The entire crew and officers were forced to drink salt water from Key West, Florida, to New York and no attempt was made by the Chief Engineer at any time during this period to remedy the situation.

While in port unloading he refused to allow the American soldiers unloading the ship to come in out of the rain and dry off in the fidely and had them chased out on one of the rainiest and coldest nights we had while there.

The above and other incidents too numerous to mention, we feel will make it hard for the company to secure a crew for any vessel on which said chief is employed.

C. J. Stephens, Dk. Engineer  
P. G. Beaufort, Oiler  
F. Alongia, Oiler  
C. Huete, Oiler  
Wm. S. Hart, Fireman-W.T.  
R. Gonzales, Fireman-W.T.  
H. Tennent, Fireman-W. T.  
A. Sylvera, Wiper.

## New Sub Menace Is Seen

### SUP Annual Elections Started

The SUP elections to determine officials for 1945 got under way this month and will continue throughout the months of December and January. Whereas the SIU elections close on December 31, the SUP elections close on January 30.

Many of the SUP offices are not being contested, indicating that the organization will be under the same general leadership in the coming year as that which guided it in the past. Following is a complete list of the candidates:

- SECRETARY-TREASURER**  
Harry Lundeberg
- ASST. SEC'Y-TREASURER**  
Harry Johnson
- 1st SAN FRANCISCO PA'LMAN**  
Arthur Burke  
Maxie Weisbarth
- 2d S.F. PATROLMAN**  
Willie Claypool  
John H. Lavoie
- 3rd S. F. PATROLMAN**  
Harold Liggett  
Al. Maniscalco
- S. F. DISPATCHER**  
Robert McKinnon  
John L. Palazzo
- HONOLULU AGENT**  
Jacob Silverstein
- NEW YORK AGENT**  
Morris Weisberger
- NEW YORK PATROLMAN**  
Jack Dwyer
- PORTLAND AGENT**  
John Massey
- PORTLAND PATROLMAN**  
Charles Atkins
- SEATTLE AGENT**  
Ed Coester  
Ed Scheiler
- SEATTLE PATROLMAN**  
James E. Burke
- WILMINGTON AGENT**  
Harlan Snow
- WILMINGTON PATROLMAN**  
Charles Brenner  
Howard Lawson  
Herbert Yates
- TRUSTEES,**  
**MARITIME HALL ASS'N.**  
(vote for 5)  
Harry Johnson  
Oscar Lundquist  
Harry Lundeberg  
Al Maniscalco  
Harlan Snow  
Maxie Weisbarth

*A Good Union Man*  
**VOTES**

### VICIOUS ANTI-UNION LAW IS HELD VALID

Spokesmen for the American Federation of Labor declared this week an appeal will be taken to the United States Supreme Court from a finding by the Supreme Court of Florida that labor organizers may be "regulated in their conduct just like insurance agents, real estate brokers and others," and that unions must make periodical reports to state authorities.

The law sustained by the court was passed in 1943.

Attorneys for the A. F. of L. contended that labor leaders should be treated like religious, charitable and educational organizations and left free from licensing regulations.

WASHINGTON, Dec. 9 — German submarines have been equipped with new technical devices enabling them to penetrate into areas "denied to them for the past three years" and the enemy has "by no means" abandoned his overseas warfare, President Roosevelt and Prime Minister Churchill jointly warned last week in the monthly Anglo-American statement on submarine and anti-submarine operations.

For the month of November the statement, issued through the Office of War Information, reported that the number of Allied ships lost as a result of U-boat activity had "again been very small." The proportionate number of U-boats destroyed had "again been satisfactory."

The statement hinted that the Germans might renew their attacks "with new types of U-boats." It said German Grand Admiral Karl Doenitz' undersea raiders were being constructed with extensible air intake and exhaust machinery that allowed them to remain submerged for long periods of time.

Admiral Doenitz, in a broadcast several weeks ago over the Berlin radio, claimed that German scientists had developed new equipment for a renewal of the Battle of the Atlantic and threatened blows "greater than anything witnessed so far."

Other recent statements from Allied sources have pointed to an evident intention by the Germans to continue their U-boat offensive. Albert V. Alexander, First Lord of the British Admiralty, in a speech a few weeks ago reported that U-boats had reappeared in the Atlantic shipping lanes.

### AFL Schedules 52 Broadcasts For '45

WASHINGTON, D. C. — The American Federation of Labor has completed arrangements for the most ambitious and comprehensive radio educational program in its history.

Beginning next Jan. 7, the Federation will broadcast a weekly radio program over a national network each and every week of the year, President William Green announced.

Time for these programs was made available to the Federation by three national broadcasting chains.

The programs will be carried by the National Broadcasting Co. for the first 13 weeks of 1945; by the Columbia Broadcasting Sys-

(Continued on Page 4)

### Labor's Own Canteen



Servicemen feel so much at home in the USO Labor Club, Harrisburg, Pa., they even take over the bartender's duties. The canteen is sponsored by AFL, CIO, railroad and independent unions.

# SEAFARERS LOG

Published by the

SEAFARERS' INTERNATIONAL UNION  
OF NORTH AMERICA

Atlantic and Gulf District

Affiliated with the American Federation of Labor

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

JOHN HAWK - - - - - Secy-Treas.  
P. O. Box 25, Station P., New York City

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

## Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK (4)	51 Beaver St.	HAnover 2-2784
BOSTON (10)	330 Atlantic Ave.	Liberty 4057
BALTIMORE (2)	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS (16)	339 Chartres St.	Canal 3336
CHARLESTON (9)	68 Society St.	Charleston 3-2930
SAVANNAH	220 East Bay St.	Savannah 3-1728
TAMPA	423 East Platt St.	Tampa MM-1323
JACKSONVILLE	920 Main St.	Jacksonville 5-1231
MOBILE	7 St. Michael St.	Dial 2-1392
SAN JUAN, 28 P.R.		
PUERTO RICO	45 Ponce de Leon	San Juan 1885
GALVESTON	219 20th St.	Galveston 2-8043

PUBLICATION OFFICE:

51 BEAVER STREET

New York, (4) N. Y.

HAnover 2-2784



## A Merry Christmas?

Will this be a merry Christmas for our union brothers? No, it is not likely to be. Most of them will spend the holiday on the high seas battling midwinter storms and watching for the tell-tale wake of a Nazi torpedo which may mean death.

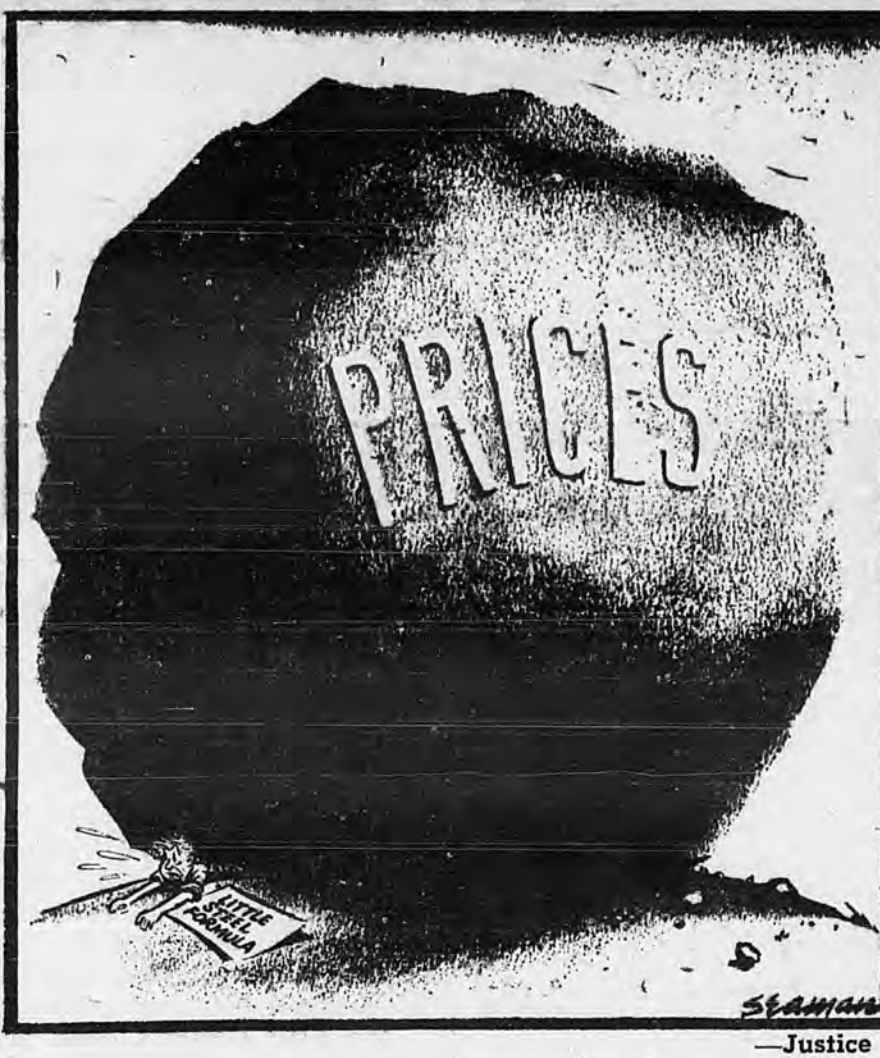
Under the best of conditions Christmas at sea is not a happy time. Christmas is a day which should be spent ashore with one's family and friends and a bottle of scotch. But under war conditions, Christmas day will be no different from many other—it will be a 24 hour period during which all nerves will be taut and all eyes strained for sight of a safe harbor.

But while Christmas will not be a merry one for our union brothers, it can be a day of quiet satisfaction; satisfaction with a job well done; satisfaction with the growth of the union and its continued dedication to the principles of militant unionism; and confidence in our ability to not only defeat the Nazi torpedo which might come crashing into the ship at any moment, but in our ability to handle the shipowner offensive which will be inevitably aimed at the union when the war ends.

Men who go to sea discover, in most intimate terms, the stuff of which their shipmates are made. Men who go to sea discover a comradeship among themselves which few shoreside workers experience. This comradeship, strengthened and enriched by union loyalty, means that they face the common enemy militantly united. They can face with equal courage and determination a tin fish or a shipowner lockout.

The hardships now endured by our union brothers will steel them against a "soft peace" with the shipowner after the war.

These are the thoughts of the men at sea this Christmas. The day will not be merry—but will be one of satisfaction.



## the BUSINESS END by PAUL HALL

As was predicted recently, the opening up of some of the larger ports in the European continent has meant shipping in the East Coast has picked up considerably due to the quicker turn around of the vessels. This applies especially to the port of New York, which has been extremely busy over the past few weeks. Because of this fact, the union is short of men in New York, and as a result is often times forced to ship trip card men.

For that reason our book members down the coast and in the gulf, who are having difficulty in shipping out, should come up this way and help to alleviate the shortage. In doing so, we will avoid doing what the NMU has already done — creating a top heavy organization and an excessive membership.

This mistake will effect the union as shipping resumes a peace time status. We have expanded our membership only as needed, and as a result we shall come out of this war a much stronger organization than we were upon entrance.

This does not, however, apply to other organizations in the maritime field — especially the NMU. With their top heavy membership and their expensive bureaucratic set up the NMU will have a less stable organization than our union.



Over the past there have been various disputes which had to be re-fought on each ship at pay off time. Naturally the necessity of fighting this issue time after time means a loss of lots of effort. To avoid this in the future, the Seafarers intend taking the controversial issues to the Port Committee to get a final decision. Instead of having the same beef come up time and again it shall be settled definitely and finally, thereby taking up lots of slack motion. This will be beneficial to the Organization as a whole—both members and officials.



The value of having an efficient filing system has proven itself time after time, in the Port of New York. For instance, when a man is reported as delinquent by the Draft Board and his case is referred to the FBI for prosecution, the FBI usually contacts the union to which the man belongs and inquire as to the man's shipping record. If the organization has, and the Seafarers do have, a filing system in such a manner as you can show a man's shipping record immediately upon request, then the FBI drops charges against him and notifies the draft board of same. The Seafarers has an average of 50 cases such as this every week, and whether or not we can show the man's shipping record means the difference of arrest or having the charges against him dropped. This is only one of the many benefits the membership of the Seafarers have.

## Editor's Mail Bag

At Sea,  
December 3rd, 1944

Editor, Seafarers Log  
Dear Sir and Brother:

Not much to do and plenty of time to do it in so here goes a few lines for the LOG.

I have just about completed a trip on a Robin Line Liberty. Can't tell much about our trip, and if I could it wouldn't be of much interest to the gang because they have probably made the same trip.

On this scow I have come in contact with a couple of officers that I would like to put my union brothers next to.

To start with, I would like to mention the skipper. He is one swell person and I don't mean perhaps. His name is John Kramer and he is a regular Robin Line skipper. He will do anything in his power to make a pleasant trip for the crew and goes out of his way to get shore leave and money for the gang in convoy ports. He is a 100% Union man, thinks the world of the SIU and it's officials. I'm not in the habit of boasting about skippers but when you run into one like this you just have to let the gang know, so take it from me and the rest of the crew, Captain John Kramer is 100%.

The other person I would like to mention is poison to any one that mentions unionism. His name is Frank Ferdinand Pohl. Where he sailed before I don't know. We have crew members on here that are from all districts and no one has ever heard of him. If you would have sailed with him once or met anyone who had you would hear about him. He disregards union contracts and dispises union members more than any man I have ever met and I have met quite a few on ships and came in contact with quite a few 14 karat S.O.B.'s, while working for the union. I think he was an engineer on the WPA before he started back to sea, because only a WPA engin-

eer would try to run the whole engine department and not be able to fill any of the jobs properly.

For a Chief Engineer he does more than any I have ever seen. In and out of port he does all the manouvering and he's up all hours of the night on the prow. He takes care of all the overtime and disputes 90% of it. He tried to operate the evaporator and we drank salt water for a week. He canned the former 1st., Ass't. and Deck Engineer in New Orleans because they were too friendly. The 1st. was a former SIU member. Yours truly, the deck engineer, made the trip. Everytime he started a pump he would pump just the opposite from what was intended and it was a 50-50 chance that fuel oil went overboard. He doesn't allow coffee pots in the engine room or fire-room so if you like your coffee on watch avoid him. And no sitting down on watch regardless of who you are.

This is turning out to be a lot of chatter although it could go on for weeks, so not to make it

(Continued on Page 4)

## FELLOW CITIZENS



"HERE'S WHAT I WANT...AND BE SURE THEY ALL HAVE A UNION LABEL ON THEM!"

—Advance

# Around The Ports

## NEW YORK

The recently bought automobile in New York is proving its worth in this port.

One man was first assigned to it for the purpose of signing on ships and settling port beefs, but the beefs came up in so many departments that two men were assigned to the car, to sign on's, port beefs and payoffs. Patrolmen Sheehan and Hanners who are now assigned to the car paid off six and signed on twenty-two, and made trouble shooting trips to fourteen ships the past week. That is covering quite a bit of waterfront and is an example of what an asset an automobile can be on a waterfront like this when it is properly utilized.

A resolution that was carried in this port recently concerning holding Moran payoffs up until Master of vessel signed vouchers for all money due, has proven beneficial in this port this week. The M/V Trinidad Head had a forty-nine day payroll, most of it in port. For twenty-six of these days there was no steam as the boilers were under repair. The entire crew had subsistence amounting to \$52.00 and the Steward had 20 hours overtime

for making three o'clock coffee on the range. None of this was on the payroll.

The company wanted the crew to payoff and "straighten everything out later," but the crew said "no dice." They were eager to abide by the resolution. Patrolmen Rentz and Hamilton who were aboard, notified the company of the crews' stand. Nine days later, the crew paid off with all departments collecting around a thousand dollars which they would have never seen, had they accepted the company proposal and not held out until vouchers were made out for pay in full.

Out of the 26 ships paid off here this week the Robert Treat of the Eastern paid off here the last of the week without a beef aboard. A rare case but it sometimes happens.

Shipping is still holding its own in this port with men shipped in all departments. Some of these were trip card men, so if any one down the line needs a quick ship he won't have to stay on the beach long in this port.

The only thing that's hard to get in this port is a balloting committee, but this port still shows promise of setting a balloting record.

J. P. SHULER, Patrolman

# SIU MASTER AT ARMS IS A JACK OF ALL TRADES



The SIU Master-at-Arms in the New York building is supposed to keep winos and finks out of the union hall. But, brother, if you think that is all his job entails, then you are sadly mistaken. "Jimmy" Drawdy has to be more than a muscle man in his job; he must be a father confessor to deserted wives and spurned sweethearts, he must be an oracle of waterfront lore for the kids out of the training school, he must be a salesman for the union to the unorganized, and to the drunks he must not only be a bouncer, but also a friend who listens to their alcoholic philosophizing before showing them the door. That's no easy job.

Jimmy is an old time SIU man and has all ratings in the Black Gang. Long watches ministering oil to the roaring monsters which drive the ships, has given him the philosophical turn of mind which makes it possible for him to handle all comers in the union lobby without ever losing his temper. "When they begin to scream," Jimmy says, "I just pour a little verbal oil on them and they tame down."

Jimmy confesses that one of his biggest problems is women who are tracking down their men and demand entry into the union hall to hunt for them. "Some of those dames come storming into the building with an expression of a wounded she-tiger," said Jimmy. "I handle that kind with kid gloves because I sure don't want to get tangled with them." The fact is that by the time Jimmy finishes giving these skirts the oil, they are convinced that their husbands love them and that a glass of spirits now and then is as natural for a seaman as breathing.

"Yeah," mused Jimmy, "all kinds of characters try to get into the hall. Why would you believe it, I have about 6 or 7 NMU men trying to crash the gate every day. These birds will try to hurry by me and just pull the corner of their union books out of their pockets. They think that in the rush I'll mistake an NMU book for an SIU book."

Actually the NMU and SIU books have a similarity in appearance and it would be easy to mistake one for the other at a glance. But Jimmy has a sure fire method; "Hell, I never miss an NMU book," he says, "because I can smell 'em."

## MONEY DUE

**SS JOSIAH B. GRINNELL**  
George Elderkin, 80 hours; Norville Naes, 221 hours; Leroy Prewitz, 64 hours; Arthur Partoni, 13 hours.

To collect write to Bull Line office, 115 Broad Street, New York City.

**EMIL KASCLINAK, Fireman:**  
The Seattle Branch is holding your check of \$21.49. Write to Charles Frankle and tell him where to mail it.

**SS GAMBRILL**  
O. Klippberg, Bosun, and C. Nelson, Deck Maintenance, have overtime coming. Collect American Range Liberty Line office.

**SS RICHARD MUMFORD PEARSON**  
Voyage No. 1  
James L. Joyner, Oiler, 51 hrs; W. F. DeLong, Jr., Fireman-WT, 41 hrs; John Dunphy, Fireman-WT, 11 hrs. The above men may receive this overtime pay by writing to the New Orleans office of Mississippi SS Co.

The following men have received pay vouchers from Smith and Johnson SS Company, but have not signed and returned the vouchers. The pay checks can not be made out until the vouchers are returned:

Robert S. Cunningham, Deck Maint.; Julia Fernandez, F-WT; Thomas Higham, AB; I. Iverson, AB; Harry McKenzie, OS; James Carr, AB; Francis P. Ressler, OS; W. Callahan, F-WT; L. J. Harvey, Utility; F. L. Leavitt, Utility; R. W. Stanford, Utility; Konrad Anderson, Bos'n; Chalmers C. Burkett, Deck Maint.; James Akers, F-WT; Adam Harting, Bos'n; Harry Justice, AB; Edward O'Connell, AB; Arkadi Rauk, Dk. Eng.; Robert Worland, 2nd Cook; Alphonse Bailey, F-WT; Charles

Ransome, AB; Joseph Siribbling, AB; Jack Nelson, AB.

**SS RICHARD M. PEARSON**  
James L. Joyner, 51 hours; W. F. DeLong, 41 hours; John Dunphy, 11 hours.

Write for check to Mississippi Steamship Company, Hibernia Bank Building, New Orleans.

Following disputed overtime sent in from the respective ports and settled, can be collected at South Atlantic Steamship Line in Savannah, Georgia:

—CHARLIE WAID

**SS ALBERT P. RYDER**  
Voyage No. 1  
C. D. Shirley, Wiper and Utility, 12 hrs.

**Voyage No. 2**  
George Clark, AB, 119½ hrs; Norman Lucas, AB, 73 hrs; James D. Moore, AB, 70½ hrs; Joseph Orlando, AB, 66½ hrs; Nicola Carotti, AB, 67 hrs; George Miller, OS, 76½ hrs; Garrett Hogan, OS, 80 hrs; Anthony Glambone, OS, 66½ hrs; Harry Vancil, Oiler, 119½ hrs; Peter Vlachos, Oiler, 59 hrs; Daniel Vallus, Oiler, 76 hrs; Hjalmer Nordby, F-WT, 88 hrs; Antonion Martinez, F-WT, 84 hrs; Norbert Pruska, F-WT, 83 hrs.

**ROBERT M. T. HUNTER**  
Voyage No. 4  
James R. Kornofski, Oiler, (approved for 11 days' pay at \$3.66-2/3 per day minus 9½ hours overtime previously paid); Rodney C. Kuschke, Messman, 190 hrs; Emil Stremph, Utility Messman, 190 hrs; Dewey Rhea, Chief Cook, 4 hrs.

**SS ROBERT TOOMBS**  
Voyage No. 4  
Burnett Gellman, F-WT, 40 hrs; Eldee McNabb, F-WT, 87 hrs; Marion Chapnowski, F-WT, 61 hrs; Hardy Rush, Oiler, 52 hrs;

Santos Antonetti, Oiler, 72 hrs; Clifton Mainers, Oiler, 77 hrs.

**SS JOHN GORRIE**  
Voyage No. 5  
James F. McKillip, F-WT, 37 hrs; Demetrios Joannou, F-WT, 28 hrs; Roy W. Bell, Oiler, 26 hrs; Joseph R. Kennedy, Oiler, 36 hrs.

**SS HOWARD E. COFFIN**  
Voyage No. 3  
John Depistrantonia, AB, 5 hrs; Charles Abraham, OS, 1 hr; E. H. Cavada, Oiler, 15 hrs.

Disputed overtime for G. Hanrahn, AB, and P. Gellatly, AB, on

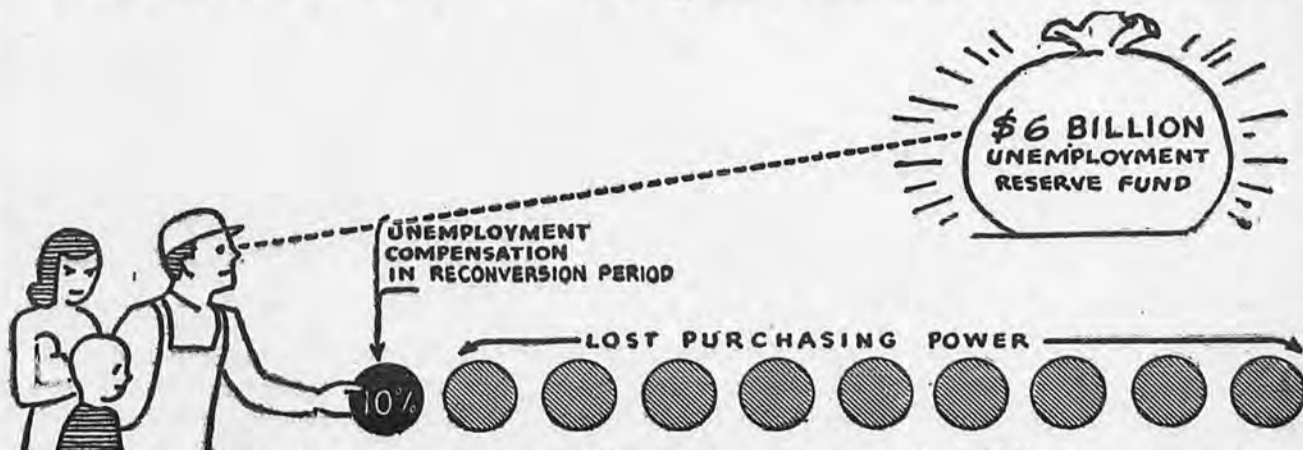
the SS Howard E. Coffin, Voyage No. 3, and A. R. Blikvar, Oiler and J. W. Brown, F-WT, on the SS John Gorrie, Voyage 5, is being checked and as soon as we have the requisite information we will advise you in the premises.

**SS ROBERT FECKNER**  
Voyage No. 4  
John Deely, 48 hrs; R. Grandlund, 48 hrs; Wm. Cogzenski, 48 hrs; Harry Goldstein, 1 hr; R. Greenway, 5 hrs; J. Eichenberg, 59½ hrs; T. B. Black, 59½ hrs; Bert Troth, 17½ hrs.

### ATLANTIC AND GULF SHIPPING FOR NOVEMBER 1 TO 27

	Deck	Engine	Steward	Total
SHIPPED .....	1586	1193	1239	4018
REGISTERED .....	1009	1012	1100	3121

## Workers Need Unemployment Insurance



Unemployment compensation payments will make up not more than 10% of purchasing power lost through reconversion unemployment. Under present state laws, only one-third to one-half of the six billion dollar reserve fund will be paid in the postwar reconversion period. No wonder workers are demanding a national law to give adequate protection or, in the meantime, more generous state unemployment benefits.

# NMU CONTINUES TO MUFF TANKER DRIVE

By STEELY WHITE

Curran & Stalin, Inc., have hit another toul in their infamous "organizing" drive on Standard Oil. Recently the Standard refinings plank were polled and the Commie-run CIO outfit lost on all counts to a company union! And to the sad tune of 500 to 2500—at the Bayway, N. J. plant.

The NMU labor fakers were planning to use the shoreside workers in the plank affiliated to the CIO as a major channel of contact to the crews on the Standard and Esso ships, to sell the stinking bill of goods they call a tanker contract.

The CIO contemplates calling a conference about February 25, to formulate plans and ways and means of re-organizing the refineries, using the minority of polled votes as a "nucleus." Meanwhile, the NMU "comrades" are impatiently awaiting this conference to try to get a few pledges signed in their behalf on Standard ships.

## BRAIN-TRUST BUST

'Tis a sad day for the brain-trust running the NMU. Why it's come to the place where they can't even win an election over a company union! And unless an operator just ups and signs one of their phoney contracts over the heads of the men on the ships they can't seem to make any headway.

This should seem a little peculiar to the rank and file of the NMU membership. Especially if they were to happen to take a look at the dough that's charged off to organizing the salaries for their high-pressure organizers.

All the super-heated blah-blah they have been plugging in the Pilot is losing its punch and the men in the ships are seeing thru its deception. This deception is a false positive program printed in the paper and a very negative program carried out for the seamen.

## HEN FRUIT

In a desperate effort to show some progress they got together in one big strain—and laid an egg. They have diverted and funneled the resources of the NMU Educational School into this tanker drive. They take a group of sincere young men new in the industry that are green in the labor movement, soup them up with a load of super-duper propaganda of what an excellent organization the NMU is, the wonders it has achieved for the working stiff, what good guys the officials are, plus a pep talk on how Standard Oil kicks the sailors around and that they are the boys to ship into their ships and bring the poor sailors under the salvation of the NMU and their superb contract.

Though it is well camouflaged, it is a dirty shame that they contaminate these young seamen's minds with their commie theory and bend their action to follow Commie policy in place of rank and file unionism that would be an asset to the seamen's industry. school as "Educational Director

## GOOD MAN GONE BAD

An outstanding example of these tactics is in the individual who is now head of this NMU school as "Educational Organizer of the NMU," Leo Huberman. He was a serious minded and honest man in his effort in the labor

movement. He wrote a remarkable book that every labor conscious man should read, entitled, "Labor Spy Racket." He got entangled with the Communist Party. Then and there he ceased being an outstanding individual and a man who pushed himself up by his own initiative.

He became a pawn to the directives and policies handed down for him to follow by the big wigs in the Comintern from Moscow. They utilized his intelligence and reputation, taking it away from the working stiff and throwing it into Joe Stalin's machine, as they do with any and all; be he college professor or waterfront bum. Now, all Huberman is, is a stooge for the Party to be slammed around from pillar to post, wherever he will do them the most good. And who looses? The guy in the ships.

## STRIKE BREAKER

I note that Frank (Commie) Jones is now out in Cleveland acting as NMU agent with another stooge Mike Vargo. They are throwing roses at the men in Bethlehem Transportation ships on how to get overtime, ice boxes, lockers, better food, more showers, night lunches, etc. Wonder if he thinks people have forgotten when the papa comrades in New York sent him to Miami in 1939 to break the strike in the P&O ships when those boys were fighting for the very same things (and finally won them despite everything Jones could do against the SIU). The only thing that got broke was his head when he walked through our picket line after the rank and file NMU seamen wouldn't.

The Pilot is crying for the Esso and Standard seamen to observe the excellent improvement and wonderful conditions they would gain by hog-tieing themselves to the NMU and sailing under the NMU tanker contract. This infamous documentary collection of meaningless words and phrases can barely be called "contract" from a working stiff's point of view. A compulsory agreement to pay through the nose—yes!

## COMPARE CONTRACTS

If the men in the ships want to really know what the score is, all they have to do is pick up the NMU Tanker "contract" and the SIU contract and compare the two. Compare NMU with SIU contracts on dry cargo ships. Compare NMU conditions with SIU.

The SIU recently has won several tanker companies including Standard Oil of Calif., over both company Unions and the NMU by a very decisive majority. The seamen showed by the votes polled which union they think is fighting for the seamen. The SIU doesn't have to give its conditions and contracts big false build-ups in its paper; the seamen recognize them in the ships and form their own conclusions.

## Editor's Mail

(Continued from Page 1)  
too boring, so long for now and a Merry Christmas and a Happy and properous New Year to you all.

Fraternally,  
C. J. 'BUCK' STEPHENS.

Dec. 2, 1944

Editor, Seafarers Log

Dear Sir and Brother:

When we signed on at the beginning of this trip, the patrolman came aboard with a folder full of educational material for the crew. He gave it to the deck delegate and told him to distribute it among the crew, which was promptly done. I must say that the material was of high calibre. I think that our union has not gotten out enough of this sort of educational material, and I am glad to see that we are now catching up on badly needed education.

There was even a card in the folder about keeping the ship clean. You'd be surprised what effect that had on the brothers. When they read "An SIU Ship is a clean ship" they immediately began to pay more attention to sanitary work. We want to make all the new members realize that one of the requirements for being a good union man is to know his job and to do it. This card is a step in the right direction.

However, the point I wanted to make in this letter is that the ship's delegates shouldn't distribute the contents of these envelopes until after the ship has sailed. While we are in port it is easy to get all sort of reading material, and as a result the men only half read everything they pick up, and then ditch it over the side. If the Seafarers Logs and the pamphlets were kept out of sight until the ship was on the high seas, then the boys would really study these publications from cover to cover.

Fraternally yours,  
L. M.



It would be well for the seamen in the Standard and Esso ships to observe the facts before they swallow the hog-wash the NMU is trying to shove down their throats. When you join a union, join the one that will do you some good. Take out an SIU ok.



By "FRENCHY" MICHELET

We are about to come out of our corner for round two of our fight to persuade the WSA to store vessels under their control with prepared cake, biscuit, doughnut and icing mixtures. We have enlisted the aid of the various companies marketing these preparations to help us prepare statistics proving that these mixtures actually cost no more than the ingredients (eggs, flour, shortening, milk and etc.) in unfabricated form.

It will be a big contribution toward the comfort and well-being of the membership if we succeed in having these preparations put aboard our ships. These mixtures make the tastiest of cakes, doughnuts, etc., with the simple addition of water and baking or frying.

So if some shoemaker is feeding you bride biscuits or pound cake, don't let it get you down. Better days are coming—there'll be pie in the sweet bye-and-bye!

For the umpteenth time we are going to urge cooks and stewards to use a little ingenuity in preparing menus. Don't feed them the same old foods cooked in the same old way, day after day. Use your head if you want to save your ears! For instance, we know of a score of tasty ways to prepare corned beef. Here's two:

Treat them to a hearty old-

## Broadcasts For '45

(Continued from Page 1)

tem the following 13 weeks, and by the Blue Network for the remaining 26 weeks.

The Mutual Broadcasting System said it could not participate by allotting a regular series of programs but will make available an equivalent amount of time for broadcasts of special events and features by the Federation from time to time during the year.

"By means of these radio programs," Mr. Green declared, "the American Federation of Labor will be able to present its news and views directly to the American people and to its 7,000,000 members."

"It is our purpose to make these programs as interesting and informative as possible. We are determined to build up a large and regular audience for these programs. To that end, I urge all central labor unions and state federations of labor to persuade their local radio stations to carry the federation's programs offered by the national networks.

The first program will be broadcast over the facilities of the National Broadcasting Co. on Sunday, Jan. 7, from 1:15 to 1:30 p.m., Eastern War Time. It will be entitled "Labor Forum."

fashioned New England boiled dinner with corned beef brisket and fresh vegetables. The meat should be cooked the day before. Remember, the secret of good juicy, tender corned beef is long, slow cooking. Wash the meat thoroughly in cold water and let it stand in the water for one hour. Cover the meat with plenty of cold water and bring slowly to the boiling point. Push the pot to the back of the range and let it simmer gently for about four hours or until tender. Let the meat cool in the liquid then remove, reserving the liquid. Next morning put the stock back on the range and bring to a boil. Now throw in some cabbage, turnips, onions and carrots and cook until tender. Add potatoes last as they cook quickly. Now put the meat into the pot to heat and get ready for the crew to run the messman bowlegged carrying it to them.

Next time you have corned beef hash try making it this way: Grind up cooked corned beef, boiled potatoes and raw onions. Now moisten the meat with the stock that the meat was cooked in or, lacking that, with potato water. Put the mixture into a greased baking pan and bake for a half hour. Now remove from the oven and make indentions in the top of the hash with the bottom of a small cup. Now drop a raw seasoned egg into each depression and return to the oven for about ten minutes or until the eggs are baked and served.

The pot situation aboard ships ain't funny, Magee. Finding ourselves deluged with complaints about worn out pots that stick and scorch food, we invaded the sacred sanctum of the WSA and demanded in the name of the SIU why couldn't we get replacements for worn out gear. We pointed out that the retining jobs that are being done on this gear is like the face-lifting job that these rich old hags have done on their pans—it helps the appearance but it don't make the gear work any better!

The oracle who presides behind the desk heard us out patiently (and he must have a lot of patience, because we really banged his ear) then he explained that it isn't possible to get decent gear because of war shortages.

"Why is it," we insisted, "that some of the new ships coming off the ways are stocked with good stainless steel gear?"

"That's because a few shipbuilders had the foresight to buy up this gear before the shortages became acute and store it in their warehouses," he informed us.

We then checked with two nearby shipyards and it turned out that the guy was giving it to us straight.