



# SEAFARERS Log

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



## Master Lauds Seamen's Part In D-Day Invasion Of France

WASHINGTON, D. C.—“Every ship in the world seems to be there and even so I am telling myself that I never realized how many ships there are in this world,” is the description given by a veteran skipper of the American Merchant Marine of the stupendous naval and merchant tonnage taking part in the Normandy invasion.

The letter, made public this week by the War Shipping Administration, was written by Capt. Heinrich H. Kronke, of Salt Lake City, master of the SS CYRUS H. McCORMICK, on return of his ship to England after participation in the early landings. The vessel is operated by W. R. Chamberlin & Co., San Francisco. This company is under contract to the Sailors Union of the Pacific.

“I am confident,” Captain Kronke's letter says in part, “that I speak for every man aboard when I say that we are all proud to take part in the operations now going on. Many of the men, especially the Deck Department, have had to work long hours. During daylight hours they discharged the ship's cargo and at night, numberless alarms kept them awake, if not actually assisting the gunners. And the nights are short in this latitude; yet not one complaint was made. They all took it like good soldiers.

### BIGGEST JOB EVER

“The realization of taking part in the biggest job ever undertaken by man made them forget personal discomfort, lack of sleep and the hard work demanded of them.

“It is difficult to describe in

plain language what is going on. The vocabulary, at least my vocabulary, does not include words that can adequately draw a word picture of the operation now in progress on France's coast. Every ship in the world seems to be there and even so, I am telling myself that I never realized how many ships there are in this world.

“There can be no doubt that the English Channel today is the busiest thoroughfare in the world. Craft of every description are

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## New Coast Guard Regulation On Communications

A new regulation just issued by Vice Admiral R. R. Woesche, commandant of the United States Coast Guard, requires that, effective January 1, 1945, and for the duration of the war, licensed deck officers shall be declared to be proficient in wartime merchant ship communication. Endorsement of this qualification must be included on all licenses.

### For Want of Prosecution:

## Murder Case Flops When All Witnesses Return To Sea Duty

Reprinted from the Times Herald (Washington, D.C.), of July 30, 1944

NORFOLK, Va., July 29.—Bernard L. Lipton, 20, of Forest Hills, N. Y., accused of causing the death of Herman H. Gurkin, 50, in a fight last May 18, was released from custody because witnesses had gone to sea.

Lipton and Gurkin were merchant seamen and they got in a fight at the Fairfax Hotel, a U.S.S. establishment. They had been drinking.

Lipton was accused of knocking Gurkin down with his fist. The man's head struck the brass rail around the bar, and he died from

a fracture of the skull.

The bar was filled with merchant seamen at the time, but the WSA objected to any of them being detained as witnesses, because their services were needed in manning ships. Lipton, however, was held in jail, but when his case was called there were no witnesses present and the accused was released.

He can be tried on the charge later, if, and when, the witnesses to the encounter return here. In the meantime Lipton is free to go back to sea.

## Union Appears Before NWLB On Unlicensed Junior Engineers Dispute

WASHINGTON, D. C., Aug. 10—Representatives of the Seafarers International Union, Atlantic and Gulf District, appeared before the National War Labor Board here, today, on a dispute with the steamship operators concerning the wages and working rules covering the employment of seamen sailing with endorsements as “Junior Engineers.” The Union was represented by Brother John Hawk, Sec'y-Treasurer of the

## Merchant Ship Output Is Lower During July

WASHINGTON, Aug. 4—Construction of merchant ships declined in July, the Maritime Commission said today in announcing delivery of 126 vessels during the month as compared with 145 in June, according to the Associated Press.

Concentration on types of ships needed to meet military requirements was the principal cause of the decline, the commission said, explaining that more time is needed to build these ships. It added, however, that contributing factors were shortages of manpower in some yards and work stoppages.

July's production brought the year's construction to 990 ships of 9,901,984 deadweight tons. In the corresponding seven months of 1943, the yards delivered 1,307 vessels of 1,483,331 tons, but these were “of generally simpler design,” the commission said.

## CP Considers Folding Beds In Postwar Ships

Suggestions that disappearing beds be installed in staterooms of the 6,000-ton liners the Canadian Pacific Co. intends to build after the war for coastal services in British Columbia are currently the subject of considerable discussion in Canadian shipping circles, according to the Liverpool Journal of Commerce.

One plan is to fit staterooms with disappearing beds so that the sleeping cabins may be converted into attractive sitting rooms during the day. Pointing out that passenger traffic is affected strongly by the kind of stateroom accommodation offered, the British paper said, “it will be interesting to note whether the suggestion is adopted for ocean-going ships and how it is received.”

District and Brother Joe Volpian, engine patrolman of New York. Matthew Dushane, Washington Representative for the SIU-SUP, is a labor member of the War Shipping Panel of the National War Labor Board.

In the briefs submitted before the NWLB, the Union took a stand against low wage rates and pointed out that these unlicensed Junior Engineers are sometimes required to do the same work as Licensed Junior Engineers in the companies in dispute.

Therefore, the Union held, they should be paid at a considerably higher rate when the working rules are comparable.

The briefs read in part, as follows:

“The Union contends that when an unlicensed Junior Engineer is required to perform similar duties to those of a Licensed Junior Engineer, he

should be paid at a rate commensurate.”

The briefs also point out that where wages lower than those paid to Licensed Junior Engineers are in effect in some agreements of the other Unions, the working rules strictly confine the work of the unlicensed Junior Engineer to work only in the fireroom.

Decision of the NLWB will be returned after that body has studied the testimony and the briefs in both sides of the dispute.

## China Has 2,000,000 Union Members

There are now 5,820 labor organizations in China with a total membership of more than 2,000,000, the Chinese News Service reports. China has ten different kinds of labor organizations.

## Metal Trades Win Wage Adjustments For Gulf Coast Shipyard Workers

MIAMI BEACH.—AFL Metal Trades Union, representing workers in Gulf Coast shipyards, won a substantial victory in their battle for wage rate adjustments on ship repair jobs. The gain was scored at a 10-day conference of labor, management and government representatives here under the auspices of the Shipbuilding Stabilization Committee.

An agreement was reached under which all overtime work on repair of old ships in Gulf yards will be paid for at double time rates. Heretofore this premium rate was allowed only where labor costs on a repair job were less than \$112,000.

The \$112,000 had also been the “ceiling” for payment of double time in cases of reconversion of newly-built ships. Under the agreement, that ceiling is now raised to \$200,000, which will make it possible for the workers to earn considerably more in double rates for overtime.

Under another accord reached at the parley, workers who report on second or third shifts, but who are sent home before completion of the shifts will, nonetheless, be paid the regular “bonus” for these late “tricks.”

The unions also won a curb against any arbitrary changes in

shifts by the procurement agencies—army, navy and Maritime Commission. Hereafter, when the agencies plan a shift revision at any particular yard or city, they will first consult unions and managements in other shipbuilding centers to obtain their “okay.”

This plan, it was explained, will go far toward assuring a uniformity of shifts in the Gulf region.

Over 75 labor delegates attended the parley, which was presided over by Paul R. Porter, chairman of the Shipbuilding Stabilization Committee. President John P. Frey and Secretary-Treasurer J. E. McEntee of the AFL Metal Trades Department attended, and union spokesmen at the conference included Vice President Joseph P. McCollum of the Boilermakers; Holt Ross, international representative, Laborers' Union, and W. C. Reed, secretary-treasurer, Gulf Metal Trades Council.



# SEAFARERS LOG

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

Affiliated with the American Federation of Labor

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## Directory of Branches

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## WHAT'S DOING

# Around the Ports

### NEW YORK

We have had better luck here recently in getting our members' attack bonuses paid sooner than ever before. Some of the operators cooperated very well on this issue and six straight crews were able to collect \$125 bonus practically at the same time they paid off of the vessel.

This was done by contacting Washington by phone at pay-off time and receiving the approval from there and then in turn paying the dough on the line. This is highly beneficial to our members, especially to those who live out of the port and want to get home as soon as possible.

In the past, we have had some of these attack bonuses held up for as long as 6 weeks, even after verification. Here's hoping that we can continue these good results in getting this money paid on the spot.

### SHIPPING AND BUSINESS

Shipping and business is still slow around here and it looks like there is going to be no relief in sight. From all indications, shipping has slumped all the way down the East Coast. Quite a few of the fellows are pouring in here now from outports to shipout; some of them coming from as far south as Tampa and all the way up to Boston.

They are all managing to get out of here in a fairly reasonable length of time; but they cannot be too choosy with such few jobs as there are, or they might be here a good while. It's bad when shipping is slow like this because we know that when it breaks, it will go to the opposite extreme.

Then instead of having too many men for the jobs, we will have about 50 jobs for each man.

### MOVING

We had an agreeable surprise today!

The man whom we have contracted to move our gear from our old hall into the new place was up this morning and sized up all of the material to be moved and he said that it looked as though he will start putting the stuff over there within a very few days. This is really good news for us here and is something that we have been waiting for quite a while.

It looks now as though we will be able to hold a meeting there either next Monday night or the week following. It is going to be quite a change over this place we are in now as we will have sufficient room to seat the members rather than have them stand up and down the passageways and pack in the hall like sardines as they do here at 2 Stone Street.

### BEEFS SETTLED

We have had our usual quota of beefs here this week—local as well as out-of-port. Our rabbit's foot is still working and we managed in our usual lucky fashion to handle most of them for wins. Among some of the beefs settled were on the SS ALCOA CUTTER where all hands in the Steward Dept. have 3½ hours each coming to them which can be collected at Alcoa.

Another dispute sent down from Boston on the SS BABOCK

has been settled in favor of the crew and the Steward Dept. on that ship have had 351 hours settled in their favor. Look at the Money Due List in this week's LOG for the names and amounts due.

The FRANK C. EMERSON is still paying off overtime and in addition to the amount listed last week, there is \$540 due the three firemen who made that voyage on her: Fleishman, Orfano and Jacobs can each collect \$180 apiece from Smith and Johnson on this beef.

It seems as though we have been getting more than our usual share of shipboard beefs here this past week. We had a couple of Patrolmen busy all week hitting the waterfront on various beefs. We have at all times an average of 35 SIU ships laying here in the harbor and some times it seems as though that when one of them goes haywire, all of them go haywire together, as a result, we have some of the piccards flying around here like motorcycles so as to get on board them to straighten beefs out.

### DISPUTES BEFORE CG

It is better when a crew has trouble on board ship, with the Coast Guard or other Shore Authorities involved, as they are in some cases, to notify the union hall so as to have a representative on board for anything that may break; rather than the crew butt heads with them.

We have had cases where there was not a union representative on board a ship during a big beef and it all wound up with a few of our members in a hell of a bad spot. It seems that on some disputes that if the crew doesn't have proper representation aboard, then they will get a lot of shoving around.

On the other hand, the guys who usually do the shoving around, when confronted with one of the local Patrolmen usual-

ly fold up like a second-hand accordion and that's the end of it.

So all of you guys remember this: ANY TIME YOU ARE LAYING IN NEW YORK AND YOU HAVE ANY BEEF ON BOARD THAT THE CREW CAN'T HANDLE, DON'T GET INTO ANY BEEFS OR BRAWLS WITH ANYONE, UNTIL YOU HAVE NOTIFIED THE UNION HALL SO THAT WE CAN HAVE A PATROLMAN COME ON BOARD AS SOON AS POSSIBLE.

Yours for crews that will notify the Union when there's trouble aboard.

PAUL HALL, Agent

## Skipper Lauds Seamen's Part In D-Day Invasion

(Continued from Page 1)

traversing it day and night and often there does not seem to be room enough to squeeze another ship through. There have been wide, brightly lit avenues across from the very first day on. Even a landlubber would find his way across. He could not miss. Docks, and breakwaters are being built, and rumor has it that the first American bar has opened up nine miles inland.

### NEWSREELS

"Some of the bombs are duds and don't even explode. Some day we shall probably drop our anchor on one of them and lose the anchor.

"Most of the things you will certainly see in the newsreels, for we carried some of the men. Whether they can reproduce the sounds and sights of a hundred thousand guns firing tracer ammunition into the night sky, I don't know."

## MONEY DUE

Euseho Andaya can collect \$275.87 covering overtime on the SS DAVID G. BURNET, Voyage No. 3, at the Waterman SS Office in Baltimore.

SS MONROE: B. Pow, Saloon Mess; R. Ortiz, Gun Crew Mess; have extra meals money payable at Bull Line Office.

SS ALCOA CUTTER: All members of the Steward Dept. paid off recently have 3½ hours payable at 17 Battery Place.

SS FRANK EMERSON: W. Fleischman, \$180; A. Orfano, \$180; J. Jacobs, \$180. Money payable at Smith & Johnson SS Co.'s Office.

SS BABCOCK: 529 extra meals served on voyage 16 to be divided to the following men: E. Battles, steward, 75 hrs; Chappel, chief cook, 69 hrs; D. Gibbs, 2nd cook, 60 hrs; Kenneth Phipps, saloon mess, 69 hrs; Harley Collins, saloon utility, 69 hrs.

SS ALCOA LEADER— All members of the crew of this vessel have \$125.00 attack bonus due them. Collect at company's office.

SS BENJAMIN CONTI— All members of the crew of this vessel have \$125.00 attack bonus due them. Collect at company's office.

SS MATT RANSOM— All members of the crew of this vessel have \$125.00 attack bonus due them. Collect at company's office.

SS HOFRESI All members of the crew of this vessel have \$125.00 attack bonus due them. Collect at company's office.

SS ROBIN GREY— All members of the crew of this vessel have \$125.00 attack bonus due them. Collect at company's office.

## Can You Spare A Ruble?

### AN EDITORIAL

The Stalinist drive to collect hard earned dough from NMU members to float their so-called Political Action Committee is in full swing, accompanied by the usual visionary trimmings and propoganda. Curran as stooge, works overtime to force the membership to disgorge.

The Stalinist NMU "leadership" is all out for President Roosevelt and Senator Truman. Being opportunists they did not stop to mourn the defeat of Henry Wallace but swung aboard the Truman bandwagon. (For parasites must find a body to cling to.) Such is the Stalinist political role in American politics today.

Forgotten are the days when the same Stalinist-NMU "leadership" supported Wendell Wilkie against President Roosevelt and was forced by the then awake and militant membership to retract and reverse their published position—PUBLISHED BY THE NMU "LEADERSHIP" WITHOUT THE SANCTION OF THE MEMBERSHIP, as usual.

Forgotten are the days when they fulminated against President Roosevelt and branded him a "war monger" in the NMU Pilot. (The Pilot of the era of the Stalin-Hitler Non-Agression Pact makes excellent reading and is refreshing indeed to minds which may be inclined to place some faith in their words today.)

Forgotten are the days when they screamed in wrath at the "Jersey Fuhrer" Frank Hague. A blessed peace has descended upon the relations between the Stalinists and the Hague machine in Jersey City. Yet men who know anything, know that Mayor Hague hasn't changed one iota.

We can remember when he bounced the Stalinist rabble rousers out of Jersey City. We can remember the screams of Joseph Curran and the "Daily Jerker," who, as usual, were safe and secure far, far, from the scenes of "Carnage." (A Commie had his nose broken or some such trifle.)

Yes, we can recall hundreds of incidents of Stalinist skullduggery and perfidy during the past decade. They have plumbed the depths of duplicity and deceit.

We can remember the days when the late Senator Lundeen was the white haired boy and pet of the Stalinist social and political climbers. It was Senator Lundeen's isolationist policies which were dear to their Moscow hearts. It was Lundeen who sat at the NMU meetings in Madison

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# North Atlantic Convoy Crossing

By L. S. JOHNSTON  
U. S. Merchant Seaman

As the last gray light of dawn spread over the lower Mississippi, the good ship SS (Censored) cast off her lines from the ammunition docks. Silently, without farewell from ship or tugboat whistle, she slowly moved down the river, loaded with thousands of tons of bombs and other war supplies. This 10,000 ton Liberty ship, just off the ways a few days before, was starting on her maiden voyage.

Early the next morning found her sneaking out into the Gulf, all hands at stations, lookouts sweeping the sea with powerful glasses. All guns were manned

and fired a few rounds to make sure that they were ready for action if needed.

After six uneventful days she arrived at the outer harbor of New York, to be greeted by a raging blizzard and zero temperature. Every man of the crew lined the rail to gaze at the vast collection of vessels lying so securely behind the submarine nets and Navy patrol protection.

**SAILING DAY**

Ship after ship arrived from different ports, troopships, tankers, colliers and cargo vessels. Deckloads of tanks, landing barges, mosquito boats and planes were visible on the cargo carriers. At last came the day of depar-

ture. The ships started steaming slowly out to sea, each falling into its designated place in the designated column. Fleet corvettes and destroyers sped around the ships as the commodore, with one signal hoisted after another, formed his convoy of eighty ships for the Atlantic crossing. The sky overhead was alive with bombers and scouting planes and far up ahead hanging like a low fleecy cloud, was a Navy blimp, scouting for submarines.

After a few days the weather cleared and good time was made as the ships ploughed through the light swells.

Now and then one of the escorts out on the flank of the con-

voy, or one of those which were crisscrossing up ahead, would begin circling. The sea would boil up astern of it and there would come the muffled roar and vibration as the depth charges were let go. These alerts caused no change of routine aboard ship, as no enemy had been actually seen.

But, finally, the real warning came.

**ENEMY SUBMARINES**

Enemy submarines were sighted by our aircraft. Group after group, traveling in what are known as "wolf packs," were heading across our course far up ahead, hoping to intercept the convoy. Signal flags from the commodore's ship sent the warn-

ing: "Change course to due north." We were trying to avoid a meeting with the enemy.

This steady steaming northward brought us into snow, sleet and ice. For two days we cruised at slow speed through the ice fields. The cracking, grinding and thudding of the ice as the ship pushed ahead sounded like a thousand demons pounding on the hull. But at night there was a sight never to be forgotten.

Long columns of blacked-out vessels sliding over the endless fields of white; a large yellow moon and a million brilliant stars lighting the heavens above. Then to make the scenes the dream of any movie director, the aurora borealis would shoot up its long streamers of many colored lights far to the northward.

Although every sailor as the saying is, "signs on for good weather and a smooth passage," our luck finally ran out. It was on the mate's watch on a Sunday morning when the barometer started skidding downhill like a bobsled on a cresta run.

**AGE OLD ENEMY**

In a short time the bottom had dropped completely out, and as day broke, gray and dreary, wind and sea began to mount rapidly. It seemed as if every possible element was trying to defeat us. Wind, rain, sleet and mountainous seas caught us on our starboard beam before we could change course.

Now the convoy was fighting an age old enemy, as dangerous as any sub — a North Atlantic storm. The SS (Censored) started to pitch and roll as tons of water broke over her starboard side.

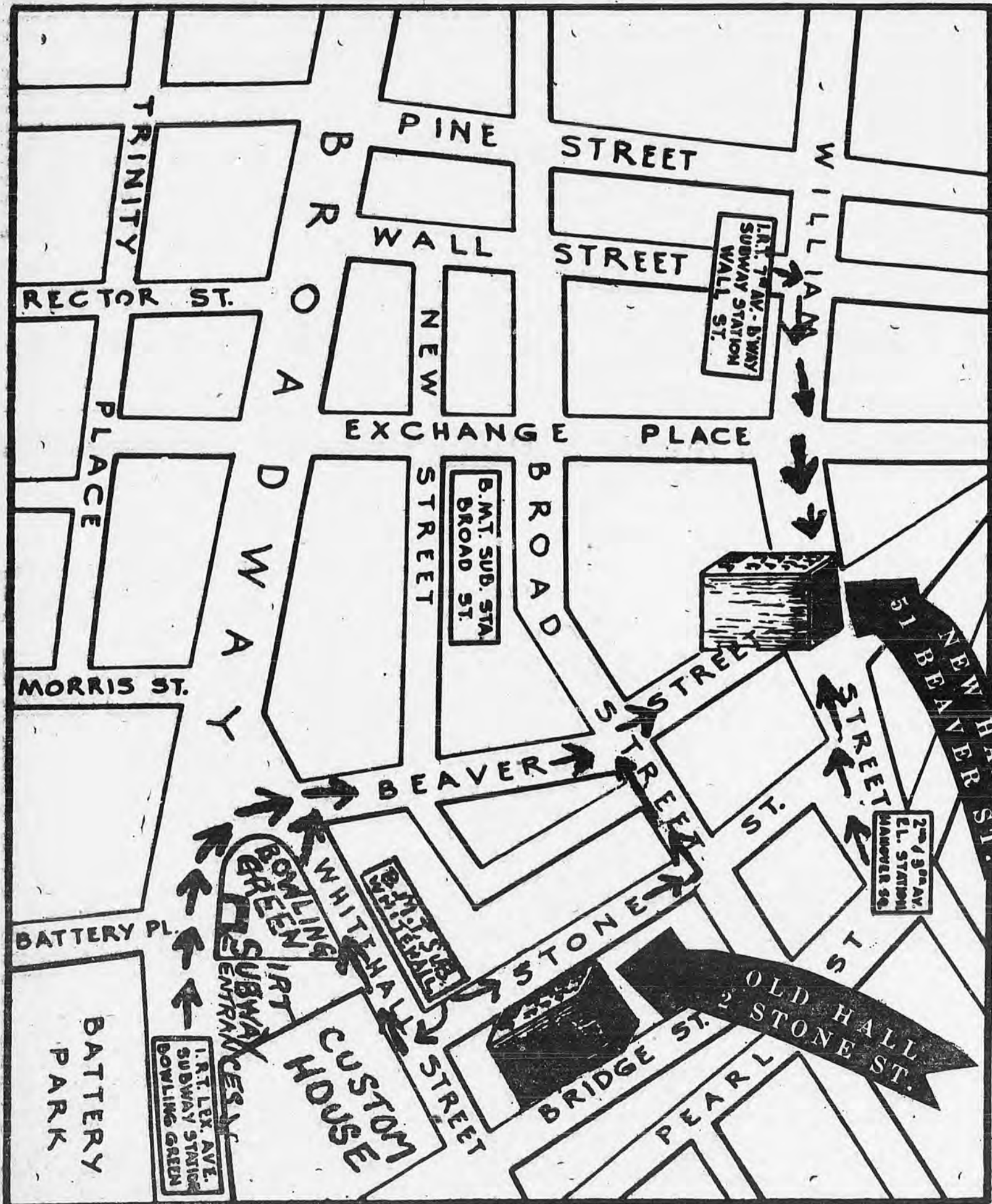
All hands were called on deck to swing inboard and secure the lifeboats, all of which had been swung overside ready for instant launching in case the ship was torpedoed and had to be abandoned. We climbed to the boat-deck just in time to see a giant roller sweep two of the boats from their davits. The motor launch was picked up like a feather in the wind and smashed back aboard ship. The sea twisted davits and carried away reels and ventilators, thus ripping holes in the deck through which water poured into the crew's quarters and passageways below. The motor launch lay there, a broken, useless wreck, sliding and scrapping back and forth across the deck with every roll of the ship.

**BOATS SAVED**

The other boat was even less fortunate as it hung by one fall, swinging and banging against the ship's side and with its contents floating far astern. There was no chance of saving it, so it was cut loose and we watched it rapidly drift aft in the fog and rain. Chilled through and through with sea and rain, the crew worked on, striving to save what boats they could, spurred on by the knowledge that these were their only hope if anything should happen to the ship.

Man after man had to be sent below, with smashed, bleeding fingers, rope burns and severe bruises that made them useless "topside." By late afternoon we had the remaining boats secure. It had been a tough battle and no short one; but we ended with the

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Above is a line scale map of the relative positions of the New York Headquarters of the district and the New York Branch which are presently located at 2 Stone St. The new Union Hall in which the members will have better hiring halls and better business offices is also shown with the new address of 51 BEAVER STREET. The new hall to which

the Union plans to move later this month is only a few blocks from the present location, as can be seen from the map. Its location is still as convenient to all transportation and docks as is the old hall. All Branch Agents are asked to please post this map and caption on their Branch Bulletin Boards.



## Charleston Union Hall Now Open

CHARLESTON, S. C.—A new Seafarers International Union hall was opened here last week at 68 Society Street under James L. Tucker, Agent.

The new hall is only one block from the bus station and is centrally located, being near the Shipping Commissioner's office, while not being far from the docks and harbor facilities.

It was pointed out that prior to the opening of this new hall that the NMU and the WSA in the port had been having a picnic and trying to pack SIU ships with NMU members.

Telephone is Charleston 3-2930 at the new hall. Regular registration of SIU members will be carried out by Agent Tucker and meetings will be held weekly.

## NOTICES

### PHILIP N. O'CONNOR—

Formerly messman aboard the SS DYNASTIC. Your gear and Union book have been left at the New York Branch Hall for you to pick up.

### HENRY PAUL JANDRYS

Your duplicate draft papers have been found. Apply at agent's office, SIU, 2 Stone Street, New York.

## UNCLAIMED WAGES Smith & Johnson

The following is a list of seamen who have had vouchers for money due to them, forwarded to them at the addresses they left with the Smith and Johnson Co., 80 Broad St., New York City. Thus far these vouchers have not been cashed and the wages due them are classified as "claimed." All members named below are urged to contact this company at their earliest opportunity and collect what is due them.

W. Callahan, F-W-T; T. J. Harvey, Utility; F. L. Leavitt, Mess; R. W. Stanford, Utility.

C. C. Burkett, Deck Maint; A. De Costa, AB.

James Akers, F-W-T; Adam Harting, Bos'n; Harry Justice, AB; Edward O'Connell, AB; Arkadi Rauk, Dk. Eng.

John E. Condry, Oiler; E. B. Cowart, Oiler; E. A. Groombridge, Night Cook; John Hodakossely, AB; John Komisak, Mess; James J. Murphy, Mess; Bassil Wilson, Utility.

Phillip De Paz, F-W-T; John D. McMurry, Ch. Cook.

Jesse C. Bentley, OS; James Carr, AB; T. P. Hansson, Steward; Francis P. Ressler, OS.

**Protect Both America and Your Money by Investing It in War Bonds.**

## WSA Reveals Ship Sinking Under Action

WASHINGTON, D. C., Aug. 7—Seamen and cargo were literally blown from the decks of the SS SAMUEL HUNTINGTON when that military supply vessel was destroyed while aiding the Anzio invasion, the War Shipping Administration disclosed today.

After doing shuttle service in the Mediterranean, the Liberty ship had arrived off the new beachhead when German planes come over. The concussion of two near bomb misses hurled a jeep from a hatch cover to the flying bridge. Fire started aboard the ship and abandonment was necessary.

The lifeboats were launched and most of the merchant seamen and Navy armed guard were saved. When the final check was made three were dead, one was missing and eight men had been hospitalized.

The master of the SAMUEL HUNTINGTON, which had completed nearly two years of war service, was Capt. Richard Stedman, San Francisco, Calif. The deck crew were SUP members. The vessel was operated for the War Shipping Administration by Oliver J. Olson & Co., Inc., San Francisco, which is under contract to the Sailors Union of the Pacific.

## North Atlantic Convoy Crossing

(Continued from Page 3)

score "plus four to one" four boats sound and secure and one damaged but temporarily secure versus one gone to Davy Jones' Locker.

Then we went below to seek some much needed rest, only to find our quarters half full of water that sloshed back and forth with every movement of the vessel. To make it worse, contents of the clothes lockers had been spilled all over the deck, no change into warm, dry garments for us.

It was a wet, tired, cold, shivering and disgusted crew that turned in that watch, hoping the morning would bring better weather conditions. It didn't and for three days the ships took a hard beating from wind and sea, with plenty of wreckage from deckloads and ship's equipment left in the convoy's wake.

This steady pounding and pitching frequently causes engine trouble that makes it impossible for the hardest hit ships to maintain the speed of the convoy. Then they must drop behind, make such emergency repairs as possible, and then run at full speed with the hope of overtaking the convoy and once again taking up their proper positions.

After this particular storm, ship

after ship fell astern. Days later after hasty repairs, all but two managed to get back to their places in line. Those two were, at the time, given up as lost, as it is one of the Sea Wolf's favorite tricks to lag behind a convoy, preying on stragglers and broken down ships.

### TENSED FOR ACTION

Finally came the next tense time as we neared our destination and must be on the lookout night and day for enemy bombing planes. Anti-aircraft guns were warmed up and the sharp crack of the three-inch gun, the rapid screaming of the 20-MM's and the steady cough of the pom-poms could be heard all over the fleet.

Seventeen days after leaving New York, having met one after another of the many obstacles that make the Atlantic crossing tough, we entered the Irish Channel and tied up safely at an English port — another convoy through with ammunition and supplies for our fighting forces.

"Who wouldn't sell a farm to go to sea?"

## NOTICE

PETER TAMLOORY, No. 29308  
Please call at the Secretary-Treasurer's office, in New York.

## Can You Spare A Ruble?

### AN EDITORIAL

(Continued from page 2)

Square Garden and gave aid and support to the SEAMEN'S "CAUSE." Yet, we can recall when these same Stalinists turned against the Senator and reviled his very name AFTER Russia was invaded and the "line" changed. Senator Lunden had no "line" to change and stuck by his beliefs as he saw them.

We can remember when John L. Lewis was hailed by the same Curran (the word hail seems to be a copyright for Stalinist scribes) as the "Father of the CIO" and the same political perverts knelt at the feet of John L. with their hands out for *backsheesh* from the United Mine Workers' Treasury which they tapped to the tune of \$6,000,000.

It was this *dough-ray-me* UMW-milch-cow that caused Joseph Curran and the CP-NMU "leadership" to follow John L.'s endorsement of Wendell Wilkie in the 1940 election. Their pie-card traits and opportunist role were openly revealed. **THEIR POLITICAL HONESTY WAS TRIED AND FOUND WANTING.**

Honest politicians (even if Trade Union leaders reckless enough with the Good and Welfare of the membership to endanger their Trade Union basis) would have stuck to their guns once the decision had been made.

Yet, **NO UNION OFFICIALDOM HAS THE RIGHT OF THE POWER TO TELL THE MEMBERSHIP HOW TO VOTE OR WHO THEY SHOULD VOTE FOR. They only speak for themselves!**

**TO PUT A UNION ON RECORD IN FAVOR OF A CERTAIN PARTY is a direct con-**

tradiction of American principles—a negation of the **RIGHTS OF EVERY AMERICAN CITIZEN TO FORM HIS OWN OPINION.**

What is the Stalinist-NMU position TODAY?

We have seen by the brief glimpse into the **PAST HOW MUCH THEIR OPINION IS WORTH. CAN ANY INDIVIDUAL IN HIS RIGHT MIND TRUST THESE MISLEADERS OF LABOR AS POLITICAL GUIDES?**

The **STALINIST EGGS HAVE BEEN PLACED IN ONE BASKET** and the seamen are deliberately being involved in the **STALINIST GAMBLE.** For gambling with the Good and Welfare of the NMU membership is particular, and the Seamen as a whole in general, it undoubtedly is.

These political miscreants have no faith in their membership—either as Trade Unionists or from the political standpoint of the individual making up his own mind re the merits of the candidates running for office. This would be Americanism and anathema to the totalitarian concepts of the Stalinists who must perforce make up their minds for them. There are no limits of rascality to which they will not stoop (for a price) even to the insidious attempt to pervert Americanism and the Sovereign Rights of the American Citizens at the polls.

Their contempt for the NMU membership as *Trade Unionists* can be seen by the open efforts of the Stalinist "leadership" to curry favor with the employers. "Employer-Employee Relations" they howl. "Stabilization" can be won

by upholding the NMU officialdom in the Post War period. Trade with the Soviet Union is continuously held out as an olive branch to gain this end.

The shipowners being realists know **THAT THE NEEDS OF THE STALIN REGIME ARE SO VAST THAT THEY MUST PERFORCE TRADE WITH ANY NATION WHO CAN SUPPLY THEIR NECESSITIES UPON WHICH THE VERY LIFE OF THE STALIN REGIME AND ITS CHANCES FOR SURVIVAL IN RUSSIA DEPENDS.** The NMU "LEADERSHIP" HAS NOTHING WHATEVER TO DO WITH LAWS OF SUPPLY AND DEMAND. *Yet these misleaders continually campaign in an effort to hoodwink the employers and the NMU membership.*

These knaves and mountebanks are rapidly reaching the stage of organizational disintegration. Their parasitical and dishonest political role is becoming famous. Their disloyalty to American concepts is apparent to all. Their role is exposed and crystal clear. **THEY CANNOT BE TRUSTED BY THEIR PRESENT DAY AFFILIATES IN THE LIGHT OF THEIR PAST HISTORY.** *They have lost the support of thinking seamen, even of their own Union. They are bankrupt.*

*They have leaped from the dead horse of the former CP platform to the hope of a free ride on the tailboard of the Democratic war chariot. They have become super patriots and super democrats. Yet they remain ever the same.*

**THEIR STENCH IS STILL IN OUR NOSTRILS!**