

**SECURITY
IN
UNITY**

SEAFARERS LOG

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



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No. 15

Sub Attacking SIU Ship Loses Its Periscope

Brother Richard Bennet and his SIU shipmates were torpedoed in the North Atlantic last month. He happened to be on the bridge when the torpedo hit with a terrific explosion. It broke the eardrums of some of the men. The ship went down in seven minutes.

But the attacking sub didn't get away scot free.

"About three minutes after the explosion I saw the periscope of the submarine," Bennet said upon his safe arrival in New York. "It was crossing our stern between 50 and 100 feet away. It was a clear day and visibility was very good.

"When the periscope was sighted, the Navy machine gun crew began firing. The gun was on the port wing of the bridge and it kept firing as the ship went down. I could see the tracer bullets around the periscope."

Bennet said that the Navy gunners stuck to their weapon as the ship sank and only took to rafts as the water lapped around their feet.

After the ship had sunk and the men were in the water, the sub surfaced to look over its handiwork. Then the men saw that the periscope was missing. It had been torn away by the machine gun bullets . . . proof of the navy gunner's marksmanship.

N.M.U. ATTEMPTS TO COVER FINKY ROLE WITH WILD ATTACKS UPON S.I.U.-S.U.P.

JOE CURRAN AND HIS INTELLECTUAL BODY - GUARDS HAVE BECOME HYSTERICAL OVER THE DEFEAT OF THEIR UNION-BUSTING DRIVE. WHEN THE UNITED FRONT OF SIU - SUP, MCS AND MFOV SUCCEEDED IN DEFENDING THEIR ORGANIZATIONS AND CONTRACTS BY WRINGING FROM THE WAR SHIPPING ADMINISTRATION A "STATEMENT OF POLICY" WHICH GUARANTEED THE WAGES AND CONDITIONS FOR THE DURATION OF THE WAR, CURRAN HOWLED "MUNICH."



THESE SIU MEN WERE TORPEDOED IN THE SOUTH ATLANTIC AND SPENT 16 DAYS IN AN OPEN LIFE BOAT BEFORE BEING RESCUED. BROTHER ANTHONY KATILUS, (LEFT) SPENT ALMOST THE ENTIRE 16 DAYS ON DUTY AT THE TILLER OF THE LIFEBOAT. HE IS SHOWING HIS SWOLLEN HANDS TO BROTHER RICHARD K. CULLY (RIGHT), ALSO A SURVIVOR, AND TO D. L. TAYLOR WHO IS STATIONED AT THE NORFOLK NAVAL OPERATING BASE.

Curran has his metaphors mixed. It was he that played the roll of appeasement. And in case any one doubts it, let's look at the record!

The story starts back in the middle of April. At that time Secretary of the Navy Frank Knox was mumbling in his beard about the Navy taking over the merchant seamen (at \$21 per month). This was as it turned out, a squeeze play on the part of the Government to force the unions into accepting a previously drawn up plan that would have left the seamen under civilian control but would have broken up their unions and contracts.

And who was a party to this back stage maneuvering? Who drew up one of the union busting programs that was to be shoved down the seamen's throats by the Maritime Commission? Joe Curran and the NMU!

And nobody can deny this for it is all down in black and white. The SIU obtained a copy of the NMU proposals while they were still supposed to be secret. We obtained this notorious document (which the NMU was forced to admit was authentic) on the 12th of April.

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NAVY GUNNERS SOON LEARN WHAT UNIONISM CAN MEAN

There is a hugh 4 inch copper shell casing resting on the desk of Secretary-Treasurer John Hawk these days. The casing is from a shell that sank a submarine which attacked the S. S. Greylock on her last return trip from South Africa. That part of the story is dramatic enough in itself, but there is more.

That shell casing represents, not only the marksmanship and heroism of the Navy gunners aboard the Greylock, but it symbolizes a bond of fraternity between the Navy gunners and the SIU men who sailed the ship. Here's the story.

When the Greylock left for the Red Sea last fall, she carried her

regular crew but also, for the first time, a Navy crew of gunners to man the newly installed anti-sub and anti-aircraft armament.

There were eight Navy men under the command of an Ensign. Most of them were green kids who had never been to sea before. They were pretty suspicious of the SIU men when they came aboard. They kept to themselves as much as possible.

This aloofness between union and Navy men continued until it came time for chow. Then the gun crew sat up and took notice. Their plates were about half as full as the SIU men's plates. They demanded to know "how come?"

The Ensign informed them, in the best shave-tail tones, that they were on Navy rations and he did not want to hear any complaints.

After the meal was over the Navy gunners got together and elected a delegation to call on the SIU crew. The delegation came to the foc's'l and wanted to know (very meekly and politely) how it was that the crew ate so well. The boys patiently explained that civilian crews hadn't always eaten so good aboard the ships, but that a little trade union pressure here and there had accomplished wonders over the past three years.

The gunners were amazed to

(Continued on Page 4)

Paging "Banana" Robson

... three of (Admiral) Land's most important assistants are officials of the United Fruit Co. These men have had much to say about the Caribbean trade. United Fruit ships—refrigerator ships sorely needed to transport food supplies to American troops abroad and to our Allies—brought more bananas to the U. S. A. in the first three months of this year than in the corresponding period last year. This was business-as-usual with a vengeance."

—PM, May 13, 1942

BIG BUSINESS OUT TO SMASH NATIONAL WAR LABOR BOARD

America's biggest corporations are still trying to wreck the National War Labor Board and plunge industrial relations into chaos.

That became evident this week when General Motors openly defied the board, and another big corporation—Inland Steel—threatened in advance to ignore board decisions. Late Thursday, however, "G. M." capitulated.

At the same time, the Federal

Shipbuilding and Dry Dock Company of Kearny, N. J., a U. S. Steel subsidiary, continued "stalling" on the board's demand that it sign a "union security" agreement with the union representing its workers.

So far the only major corporation to comply with a board order on "union security" has been International Harvester. It agreed to sign contracts with A. F. of L.

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BIG BUSINESS OUT TO SMASH NATIONAL WAR LABOR BOARD

(Continued from Page 1)

and C. I. O. unions covering 25,000 workers at eight plants. The agreements provide that employees who voluntarily join the unions have to remain in good standing during the life of the agreements.

Other big corporations, however, are fighting the board's decisions because they want to strip unions of all possible safeguards during the war, so they can more readily smash them later.

Inland Steel is the latest corporation to join in the defiance. Its vice president, Clarence B. Randall, called newspapermen together at a press conference in Washington, and challenged the power of the board to order the "union security" conditions.

The board is now considering a dispute involving Inland Steel and other "Little Steel" companies, and Randall apparently is trying to high pressure that body in advance. He declared that if the board hands down a "union security" finding, the company would resist it in the courts.

Randall insisted that such refusal would not imperil war production, but that if the workers struck to enforce a board order, they would bear all the blame. In fact, he went so far as to declare that "they ought to be jailed," if they strike to uphold the board.

Out of the Focs'l

by
J. L.

John King (formerly of the ACADIA and other Eastern ships) dropped in to tell us how lucky he was to survive his first torpedoing. He was in the engine room when the destroyer JACOB JONES was torpedoed off the Atlantic Coast a month ago.

△ △ △

Don Coffey got into a brawl in Durbin and came out a little scarred. It seems the boys are getting a shellacking in that port. Brother Louis Bruder died of a brain concussion, when hit with a bottle in Rosie's Cafe.

△ △ △

The ROBIN DONCASTER AND ROBIN GREY, which have been rumored sunk, are O.K. Ted Crocker is still around New York trying to get his beef settled.

△ △ △

Two brothers who never go looking for trouble are J. J. Murphy and Carroll Quinnt. When aroused both move their hands with the speed of thunderbolts. IF you doubt our opinion ask any of the boys who were shipmates of theirs' aboard the ACADIA, or THE SHICKSHINNY. Quinnt has quit going to sea and is on his way to Montana to get married, so the boys won't have to worry about him.

△ △ △

The long-winded guys and performers are going to feel sad from now on, as they won't be able to beat their gums, according to the latest Washington ruling. All Permit men who have made one trip should apply for their books now. It's the best insurance for the future.

Seafarers' Log-

HONOR ROLL

S. S. NAMARIB	\$31.00
S. S. YARMOUTH	17.50
S. S. ALCOA PROSPECTOR	24.00
S. S. ALCOA TRADER	16.80
	\$89.30

In Memory of These Brothers Lost At Sea Due To Enemy Action

J. P. MULLIGAN (SUP)	Bos'n
R. RAMIREZ	O.S.
RAY NICKERSON	Fireman
I. ANDUZA	A.B.
MAURICE GLENBY	Fireman
FERENDEZ	O.S.
ADAM FREITAG	O.S.
GEORGE C. HOFFMAN	Wiper
P. CARRINA	Oiler
W. W. WRIGHT	Chief Cook
E. H. BERG	A.B.
E. SANCHEZ	O.S.
E. DAWSON	O.S.
M. DAVIES	A.B.
E. JORDON	Messman
H. GONCHEK	Messman
SAMMIE BLOCK	O.S.

The Unknown Merchant Sailor

By
 "RED" BRADY

Have you stood on a bridge at midnight—
 Not the bridge of a rippling stream,
 But the bridge of an old tramp steamer
 Deck laden and broad of beam.

Have you stood in a dim lit wheelhouse
 With your eye on the lubber mark?
 She's crawling away crab fashion;
 You're swearing she steers like an ark.

Or looked for a lonely lighthouse
 With its cheery, welcoming rays
 That says you've made a lucky shot,
 (Though you've not had a shot for days).

Have you peered out into the darkness
 With rain blinding, spray and sore eyes?
 And cursed the fates that brought you
 To a race with so poor a prize?

Have you stood in a greasy galley,
 Stove top covered with sliding pans?
 And cursed that the seven bell dinner
 Will be with the also rans?

Or slaved away in the stokehold
 Deep neath the waterline sweating,
 Pestered for steam by an engineer
 You may drop, but the ship must go.

List! All you landsmen who sit at home
 By your fireside at night,
 Or stroll to your favorite bar
 And come home, we don't say tight.

Do you curse when your windows rattle
 And growl when you can't sleep?
 Then think of the life that these men lead
 Out on the raging deep.

Maybe you think it's all plain sailing
 Over beautiful summer seas;
 That they loll on deck in the deckchairs
 Fanned by a gentle breeze. No!

They sweat to the bone in the tropics
 And freeze to the core at the poles;
 And wrestle with God's might wonders
 That seem hungry for human souls.

Have you thought of the wife back home,
 An empty chair by her side,
 Her heart one ache of lonesomeness?
 And think of the children growing up
 Not knowing a father's care.
 He is but a name in their youthful minds,
 A stranger, his visits so rare.

These are the men that bring you
 From the far flung ports of the world,
 Food stuffs and things that keep you free
 From the grip of the demon earth.

They are the men ordained by God
 That the words of a prayer may come true:
 "Give us this day our daily bread."
 Thank HIM—but give THEM their due.

A WORD WITH

Sister Dillon

I've been pretty busy these past weeks brothers, visiting the boys who were sunk in the South Atlantic and then brought to New York by Clipper. I guess you read all about them in the papers.

I do want to make mention of the fact that I found these brothers more than cheerful. It was simply wonderful. I expected to find them pretty glum after their terrible experiences, but they joked and laughed and had only one thought . . . get back to sea as soon as possible. They sure are the unsung heroes of the deep.

I was in Staten Island Friday. Author Hynes was in a pretty bad way. He has been in an oxygen tent over the week end and was feeling pretty miserable. I hope that by the time I arrive at the hospital next Friday he will be feeling better. He is a grand little guy.

We seem to have a great many new brothers here in the hospitals due to the torpedoings. Some came back with their ships, and others without their ships. But all of them have what it takes.

One brother by the name of Thompson had a complete outfit which the Red Cross had given him when he was rescued in the South Atlantic. After he got his own clothes, he bundled up the Red Cross duds, but didn't know what to do with them. He asked me, but I was at a loss myself. Finally I phoned Mrs. Logan of the Ellis Island Social Service. She has been very good to our brothers from time to time. She suggested that we send them to her. She will have them cleaned and save them for some other unfortunate survivor who needs clothes and then give them to him.

I think it is pretty swell of her to take such an interest in our boys. And for that matter, it was pretty swell of our member to want to return the clothes so some other survivor could use them. A lot of fellows would just continue to wear them and forget all about any body else.

A brother came into the office Saturday morning after having just been discharged by a hospital. He had been in the hospital for 18 months. He was on a ship within 1 hour. He sure didn't waste any time.

Inside Germany

"Oak grave crosses supplied, with cement slab if desired, in exchange for gentlemen's worn clothing—Heindl, Milberthofen-erstrasse 3"

(Advertisement in the Muenchener Neueste Nachrichten, March 9.)

WHAT'S DOING

Around the Ports

PHILADELPHIA

By
JOSEPH FLANAGAN

Storms are in the offing. The Maritime Commission and shipowners can create a typhoon if they persist on their union busting program aimed at the seamen. After a long campaign of anti-Union tactics in an effort to demoralize the seamen, the object of all this being to create excuses to have legislation passed in favor of their union-busting plans. Failing in this, they have now come out in the open. These same people who would not put decent life saving equipment aboard the ships until the percentage of casualties amongst the seamen was so great that it threatened to nearly wipe them all out if something wasn't done. These same people who built ships with no ventilation in the toilets, no place for the men to wash clothing, no scuppers in wash rooms and when asked to rectify these faults, stated they couldn't do anything as it would have to be taken up with the Commission Board in Washington.

Now we ask you, were these deliberately done to cause commotion with the ships crews? They certainly were. Even when suggestions were being made in the shipyards while these vessels were being built to rectify these petty inconveniences. The orders were to build vessels according to specifications. Now they have the gall to propose a program that even Hitler could not get away with.

The Seafarers International Union has consistently advised the seamen against any collaboration with the shipowners Maritime Commission. We fought every move they made while other so-called unions were advising their membership to cooperate with this finky outfit. Now the Commission has put their cards on the table we hope these misguided men who took the advice of their phoney leaders will realize what union is fighting for their welfare.

The news on the local front is meager. Shipping is still good and the beefs are being settled in Brother Lynch's own style. The Pan-Atlantic came here loaded down with grief. The main beef being the Maritime Commission order to discontinue the \$80.00 clothing issue. It so happened that when the men signed on they were given a verbal promise that this gear would be forthcoming. Well, after a week of getting in touch with this one and that one, i.e., the old runaround, we finally contacted the right party who was able to give us any satisfaction. Incidentally, this runaround business is another one of the Maritime Commission's favorite games. However, we made them put the clothing aboard. The news of the new rubber life saving suits certainly has given the men on the ships a new lease on life. There is very little pessimism expressed since the

tidings was given them concerning same.

Ed. March, the Philadelphia Adonis survivor off one of the torpedoed ships, is still recovering. Ear trouble seems to be his main ailment. Ed was shook up quite a bit, too, but his nerves have mended. Well, Ed, that's the trouble with having dumb ears. Polock John, the best cook from these yere parts, finally showed up. He is anxious to wrassel pots and pans again. Don't worry John, we'll take care of you. Shanghi Joe they calls muh. If any one comes across Henry S. Morgan tell him his buddy A. Sampson is in serious trouble, also his pal Margie would like very much to see him. Brother Frank Grief appeared in his uniform. He certainly makes a handsome soldier, but we sure can use him on some ship. He told us there are quite a number of the boys at his camp (which makes us wonder where is this deferment for seamen), and that they all would be glad to take the first ship out.

TAMPA

By
C. SIMMONS

Tampa is beginning to boom as a shipping port with sugar, bananas and oil as the principal reasons. Of course, the Dry Dock is responsible for a share of the tonnage. The UNITED FRUIT COMPANY IS running in here again and believe me the N.M.U. crews are pretty well disgusted with their finky pie cards and many of them brag about being behind with their dues saying that they do not intend to pay any more as long as Curran and company are at the helm.

The strong arm of "Banana" Robson is evident when you look over the UNITED FRUIT COMPANY tubs running in the comparatively safe gulf run. All of these rust pots have brand new guns while many ships on the more dangerous runs carrying essential cargoes, are still without them. But after all the UNITED FRUIT COMPANY didn't "Lend-Lease" their big shot Robson to the government for nothing.

The big headache here is getting the beach combers off the beach. The majority of the men take the first thing out but there are some around here who must have some "Ace In The Hole" because they can't seem to find a ship to suit them. These fellows better wake up and realize that they are jeopardizing the whole union and what we have at stake by continually refusing to sail these ships and letting them go short handed.

Shipping is good with jobs on the board and no takers. This port still has to handle Port Everglades, to handle the car Ferries and various other ships that are running in to there. The agent is down there now. We still can't get enough men on meeting nights to form a quorum but with more ships running in here we expect to be able to hold meetings in the near future.

NEW ORLEANS

By
"ARMY"

Two up and two down is the record so far during this brawl, for Chris Edmunds an A. B. who is still active even though HE STARTED IN THIS VALE OF TEARS IN OCT. OF 1877. YEP 1877, WHICH MAKES HIM OLD ENOUGH TO HAVE NO FEAR OF THE BEST THE NAZIS CAN DO. After all, he claims that he still has three times to go to catch his record for the last brawl.

These Companies sure hate to part with enough for the bare essentials while the crew members are waiting to get back to the States. Anyone would think they were in line for medals by cutting down on the boys.

We have been having some of our busiest times here lately and the boys are sitting around the last couple of days taking in the slack. When these ships come in, they come in droves, the most deserted place in America is this Union hall. When these same ships get out, after all hands scouring the highways and byways for enough men to fill them out, then the boys seem to push the cover off their warrens and here they come to sit around the hall and you would really believe the panic was on. The end of the week we will again go into high because the same ones that raise all the hell now about wanting to go to work, will be back picking prunes or whatever they pick at this time of the year.

Understand that with the latest set-up of the Government taking all ships, that the shipowners now refuse to do any repairs without an official O.K. from some one in authority in Washington. Ho Hum for the life of a shipowner. If they aren't hollering about the need of discipline they are hollering about the high cost of wages. Now it is the need for sanction from the powers that be.

So till "Banana" Robson, and a few more shipowners come to our little window applying for a permit card to sail the ships in the Fo'cle and not the owners suite, I'll go along.

PERSONALS

EDWARD WARREN McNAMAR

It is important that you contact your draft board and clear up your status.

* * *

EDDIES MOORE

Your wife is very ill. It is important that you get home. Contact Mrs. M. B. McMaster.

* * *

PAUL DIXON

Contact your draft board. They are looking for you.

DO NOT SHIP

Alexander McLeod, A.B. P2436

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Radio and Press Finally Discover Maritime Heros

Merchant seamen are at last receiving some of the credit they are rightfully due. Last Sunday night over the Columbia Broadcasting System there was a dramatized thirty minute period about the bravery of the merchant seamen. It was really good. Perhaps that is the little snowball that now will really start rolling.

Here is an item from the Boston Evening American, March 14th; "OUR DAILY CITATION: . . . Often you hear of cargo vessels and oil tankers being sunk in the Atlantic and Pacific by axis submarines and surface raiders.

"Sometimes you see newspaper pictures of fortunate survivors, rescued and brought to shore after days and weeks of abandonment upon the open sea.

"And sometimes there is only silence—silence that tells you that somewhere out there where waves rise mountain high and winds race with hurricane fury, young men, brave men, truly worth-while men have gone down with the shattered remnants of the ships they served.

"Such is the story of America's merchant Seamen who are daily running the gauntlet of enemy marauders to carry food and weapons to the fighting forces in distant lands.

"Next time you say a prayer for the heroic men with General MacArthur in Bataan and those who are fighting and dying on the other battle fronts, say one also for the merchant seamen.

"THEY ARE SERVING YOU JUST AS COURAGEOUSLY AND JUST AS SURELY RISKING THEIR LIVES."

Here in New Orleans there are thirty survivors of the S. S. Delplata, other survivors of the CASIMIR . . . RARITAN . . . and other unnamed vessels ALL THESE MEN ARE READY TO SHIP AND SOME HAVE ALREADY SHIPPED OUT ON VESSELS PLYING THE SAME ROUTE ON WHICH THEIR SHIPS WERE SUNK.

"Surely these men and all the merchant seamen who are serving these rust pots are just as brave as the defenders of Bataan . . ."

C. UNDERWOOD

Alien Ships To Run In Coastal Trade

Waiver of the coastwise laws so as to permit operation of requisitioned foreign-flag ships in the coastwise or intercoastal trade of the United States has been granted by Acting Secretary of the Treasury Herbert E. Gaston.

Foreign-flag vessels which will be permitted to engage in the coastwise trade are those operated directly or under agency agreements by the Maritime Commission and War Shipping Administration, and foreign-flag vessels chartered or leased by either of those two agencies to any persons. Authorization for the waiver is contained in provisions of Title V of the Second War Powers Act, 1942, which state that waivers of the navigation and vessel inspection laws may be granted if found necessary in conduct of the war.

A.F.L. Leader to Oppose Rep. Smith In Congress Race

Washington, May 9.—Congressman Howard Smith, leader of the anti-labor old guard in the House and author of many defeated anti-union bills, is going to have a run for his political life in his nearby Virginia district at primary time.

His opponent is Emmett Davison, vice-president of the AFL Int'l. Association of Machinists and a long resident of Virginia. Both CIO and AFL unions in the area have united to bring about Smith's political funeral.

"Farmers, veterans, small merchants, businessmen, bankers, editors and other professional people" as well as labor union people "are up in arms against the reckless, inflammatory, hysterical speeches of Howard Smith in Congress," Davison said.

NMU Attacks To Cover-up

(Continued from Page 1)

A finkier document never came out of a so-called labor union. It was a complete surrender to the shipowners and brass hats. If it had gone through, it would have meant the end of organized labor on the water-front for years to come.

Specifically, here is what it provided:

1. The supplanting of the union hiring halls by a Government "Personnel Board" which would have complete authority to hire or fire seamen regardless of union membership or contracts.

2. The black balling of "disloyal elements" — meaning any union militants that opposed the NMU-Stalinist line.

3. The elimination of any union contracts that "interfered with the war effort." (Under the present set up it would be the shipowners on the WSA who would decide which contracts "interfered with the war effort.")

There is the NMU plan! Let them dare deny they advocated it!

What sort of honest trade unionism could exist under such repressions? The Stalinist knew this program would smash militant unionism on the waterfront — that's why they advocated it.

But it was defeated. It was smashed by a United Front of all unlicensed unions—MCS, MFOW, SIU and SUP. The "Statement of Policy" signed between these unions and the Maritime Commission smashed the NMU sell out. It guaranteed Union wages and conditions and security for the duration of the war.

And it is against this document that the NMU leadership now screams in hypocritical righteousness. Failing to sell out the seamen, they now beat their breasts because the unions successfully defended their vital interests but compromised on a secondary point.

And just what were the concessions made by the unions which constituted "appeasement" of the shipowners?

First was the freezing of wages and second the elimination of mass meetings aboard ship.

While wages were frozen in the first draft of the agreement, it was subject to further negotiations and has since been eliminated. Wages are not frozen except in-so-far as union minimums will be safeguarded throughout the war. Higher wages to meet any increased cost of living can be negotiated through the regular bargaining machinery.

As for the elimination of mass meetings, that was a compromise forced upon the unions as they fought for their very existence. It was a compromise that will not effect wages and conditions and security.

This clause does not eliminate the regular department delegates who will continue to handle beefs in the regular manner. If they are unable to settle beefs—they will

continue to be aided by the port patrolmen and agents.

It was a compromise that was necessary because maritime labor was not united in the fight—but was split internally by the sell-out tactics of one large section of its leadership (NMU).

It would have been better if that clause were not in the "Statement of Policy." No one can deny that. But we must remember that it is a pretty unimportant concession compared with what the NMU tried to give away and what the Maritime Commission was trying to grab.

The question arises—why is the NMU raising such a stink about safeguards won by the unions in the "Statement of Policy?" Because the NMU itself has been defeated and they are trying to cover up their finky role. By sounding militant now, they think that a few seamen might forget their past record in this fight.

The seamen won't forget. The SIU - SUP - MCS - MFOW are in this fight to the finish. The NMU leadership has isolated itself from maritime labor by its own finky actions. They will inevitably pay the full penalty for the treachery.

SAY JOE--

Since the storm in Washington has blown over, I see that there is another storm blowing up around Seventeenth street. Can it be that a so-called "YOUST a SAILOR" has put something over on the Commissars. Or is it because they have failed to accomplish the notorious feat of selling the Membership their program that was so notoriously sponsored by the Maritime Commission

I was reading the *Pilot* and it stated that Lundeberg has sold the Membership down the line, by agreeing to the freezing of wages and the status quo of the agreements for the duration of the war. Well, could it be that they themselves thought that if the agreements were frozen the NMU will have the same contracts and conditions that the SIU and the SUP have. If that is the case OK they figure, but if we don't get what the SIU and the SUP get we will blast hell out of Lundeberg and make our membership (NMU) think that we are martyrs to the cause.

I see by the "Pile-it" that the pie cards are going to broadcast on the radio. I wonder if the title will be, "Ma I wanna be a sailor," or "The big bad wolf and the SIU," or "Me and 'youst a sailor'." But leaving all jokes aside, I do hope that it is good. I am going to be a steady listener to your program. I am interested in knitting and I do hope I can spare a moment or two to this particular subject.

H. J. COLLINS

SUB GETS S.I.U. SHIP IN GULF

NEW ORLEANS, First appearance in the Gulf of Mexico of very fast submarines commanded by officers apparently familiar with the shallow waters was announced Saturday by the Eighth Naval District together with the loss of two merchant vessels, one a SIU ship. They were the first reported lost in the Gulf.

The ships, a medium size United States vessel and a small Honduran merchantman, both inbound, were attacked Wednesday afternoon and evening. One was sunk by a torpedo and the other set afire by shells and abandoned. There was no loss of life among the 87 men aboard the two ships, or the six passengers aboard one.

Augusto A. Senna of New Bedford, Mass., a passenger, reported he saw a torpedo headed for the medium size vessel about noon Wednesday but it missed by 100 feet.

The ship began racing for the nearest port, and ten minutes later a large, apparently new German submarine, painted dark green, surfaced, and began shelling the vessel with a five-inch and a three-inch gun. The ship reached a speed of 16 knots, but the submarine began overhauling it, and a direct hit disabled its steering gear.

The ship began circling and was abandoned. As the crew of 41 men and six passengers steered clear aboard two rafts and a lifeboat, the submarine rammed a torpedo into the engine room and the ship sank quickly.

ANDREW FURUSETH

(Remarks of Hon. Robert M. La Follette, Jr., of Wisconsin, in the Senate on March 12, 1942).

Members of this organization are gathered together on this 12th day of March 1942 to observe and commemorate the eighty-eighth birthday of a great American, Andrew Furuseth, leader of seamen, who died January 24, 1938, and whose ashes were buried at sea March 21, 1938.

We commemorate the birthday, life, and work of Andrew Furuseth for his sincerity, his personal integrity, the simplicity of his life, intensity of his work, and his selflessness as to material things. That his life and work have been an inspiration to seamen is proven by the fact that at this time, when the liberties of landmen and seamen alike are threatened by the powers of evil and darkness in the fight for material things which would make slaves of all men, the merchant ships of the United States and of the United Nations are kept moving. In spite of the great risks, the terrific loss of lives due to the violation of international laws and laws of human decency in the matter of sinking vessels without warning, seamen of the world have not abandoned their calling, are not deserting, are not flinching, and we repeat, in the hope that these minutes will be printed in the *Congressional Record* of our great country, what Andrew Furuseth said in his message to seamen on the occasion of the last World War, 1917:

"A CALL TO THE SEA—TO ALL SEAFARING MEN
"The Nation that proclaimed

your freedom now needs your services. America is at war. Our troops are being transported over the seas. Munitions and supplies are being shipped in ever-increasing quantities to our armies in Europe. The bases are the ports of American. The battlefields are in Europe. The sea intervenes. Over it the men of the sea must sail the supply ships. A great emergency fleet is now being built. Thousands of skilled seamen, seafaring men of all capacities who left the sea in years gone by as a protest against the serfdom from which no flag then offered relief, have now an opportunity to return to their former calling—sail as freemen and serve our country.

"Your old shipmates—men who remained with the ship to win the new status for our craft—now call upon you to again stand by for duty. Your help is needed to prove that no enemy on the seas can stop the ships of the Nation whose seamen bear the responsibility of liberty.

"America has the right, a far greater right than any other nation, to call upon the seamen of all the world for service. By responding to this call now you can demonstrate your practical appreciation of freedom won.

"ANDREW FURUSETH,
"May 1, 1917."

Today our troops are in the Far East, Iceland, Europe, and South America. Our oil tankers are being sunk without warning, but the seamen are not flinching.

NAVY GUNNERS SOON LEARN WHAT UNIONISM CAN MEAN

(Continued from Page 1)

learn that belonging to a union could increase the number of spuds you got on your plate.

But their problem still remained. They didn't belong to the SIU and they were hungry.

The SIU crew immediately took steps to remedy the situation. They held a meeting and voted to supplement the gunners' rations from the regular crew ice box. And they further decided that, if it became necessary, they would take up a collection to buy the Navy men additional chow.

After the vote had been taken and the gunners were about to leave for their own quarters, one of them said.

"Gee, you guys are O.K. We were told to stay clear of you because you were a bunch of agitators. But you're OK for my money."

The following day the SIU men were again approached by the gunners. This time one of them said, almost apologetically,

"We've been thinking this thing over . . . and, well—what we wondered was, if we could join the SIU."

It was explained to them that there was nothing to be gained by their joining the Union while they were in the Navy, but that if they still wanted to go to sea after the war was over, there would be a card waiting for them in the SIU.

The story of the friendship between the SIU men and the gunners got back to the Ensign and he blew his top. He didn't like the idea of trade unions and he didn't like the idea of his men even talking to union members. He made the rest of the trip hell for the Navy men, and he tried to pull the same stuff on the SIU men. Needless to say, he was put in his place.

Well, all went peacefully (except for the Ensign) until the return trip to the States. As the ship was approaching the North American coast, she was attacked by two subs at once. One came at her from the Port side and the other from Starboard.

The Navy gunners sprang to action with the precision of a well oiled machine. They swung their 4 inch gun to port and blasted away. The sub was 400 yards away and the sea was rather heavy, but the 4th shot got the sub. She sank rapidly, leaving behind only

an oil slick.

The gunners then swung to starboard to meet the second sub which had already launched 2 torpedoes—both missing their mark. The gunfire was so accurate that the sub was forced to submerge and abandon the attack.

Throughout the engagement the SIU crew worked in closest cooperation with the Navy crew, acting as shell passers. It was upon the insistence of the gunners that the SIU received the casing of the shell that hit the sub.

When the Greylock hit port the SIU men took up a collection and presented the sum of \$330 to the gunners as a token of their appreciation for saving the ship and possibly their lives. There was only one small stipulation attached to the gift . . . none of it was to go to the S.O.B. Ensign.

This was OK with the gunners . . . you can be sure. They left the ship on a short furlough in New York, seasoned seamen and gunners—and good union men!

P.S. We just heard that the Ensign has brought charges against the S.I.U. crew. He is charging them with incompetency, insubordination and subversion.