

Hawk, Weisberger To London Meet

SIU MAN CAPTURED BY ENEMY SUB—AND ESCAPES

Brother Harold R. Lee is a modest guy—so modest in fact that when he sat down to tell his experiences to the LOG he protested that there was no "story" in what he had gone through, and that "after all a lot of men have been torpedoed without any fuss being made over them." But after laboriously prying the story out of him, it was revealed that Lee has probably gone through the most gruesome experience of any seaman in this war—and what is more important, he conducted himself in a manner to bring credit upon the merchant marine and the SIU.

Last spring Lee signed on an SUP ship for the first trip of his career, and left Frisco for Australia. After leaving Australia, Lee took to his bunk with a violent attack of appendicitis. His case was so bad that he would have been operated on immediately except for the fact that there were no rubber gloves aboard.

Two days out of Columbo, at 7:07 in the evening, the ship got torpedoes in holds No. 3 and No. 5. Lee picked himself off the deck and staggered to his lifeboat station as the Captain ordered the ship abandoned.

Then followed a night spent in the open life boats watching the red glow of the slowly burning freighter.

Toward dawn the attacker surfaced, coming out of the water like a dripping grey monster. "It was the biggest Japanese sub I

"They took a group of ten aboard first, bound them with ropes, stripped them of all their rings and money and watches, smacked them around with clubs and then hurded them toward the stern deck. One of the boys didn't walk fast enough, so the officer shot him in the head, and threw him overboard. They then took the rest of us aboard, gave us the same routine, then machine gunned the life boats and sank them.

"The Captain of the sub spoke English with a Brooklyn accent. He separated all of our officers and sent them below. This left about 95 of us standing on the stern deck with our hands tied.

"On the forward deck the Jap officers had the crew to form a gauntlet of 8 men on each side. Then he came back to us and began choosing the men to run through the gauntlet. This took part on the otherside of the conning tower and we couldn't see what was happening to our shipmates who were led forward, but we could hear the screams.

"On the third trip the officer chose me. Prodding me with a club, he marched me around the conning tower, and then I saw the gauntlet lined up waiting for me. The men were armed with clubs and knives. Half way through the line lay my two shipmates on the deck in a pool of blood. They had collapsed before finishing the gauntlet. I knew that I would never come through the gauntlet alive, so regardless of the fact that my hands were tied, I dove overboard. I felt a blow on the back of my head from the officer's club as I made the dive. Then everything blacked out."

Unconscious from the blow, Lee sank rapidly in the water. The cold revived him, however, and he swam underwater with all his strength away from the sub. When he came up for air, he could see the sub in the distance cruising in a great circle as the bloody work aboard continued.

After Lee dove overboard, the officers returned to the survivors huddled aft of the conning tower, and continued to methodically herd the men through the gauntlet.

About sixty men had been disposed of in this manner when an allied plane suddenly appeared

Here's Some Advice From A "Friend"

So-called "Friends of labor" are always full of advice on how we should run our affairs. One of these "friends" of ours recently appeared on a platform with AFL President William Green, and revealed how he would run a union if he were a pie-card. Here is the advice given by H. W. Prentis, Jr., President of the Armstrong Cork Company:

"If I were a labor leader, I'd stay out of politics, stop looking to the government for protection, get rid of labor legislation, outlaw the closed shop, put my faith in the boss and think about his profits before asking higher wages for the workers."

It's safe to predict that Mr. Prentis won't be pie-carding.

overhead and the Japanese officer gave orders for a crash dive. This meant, of course, that the 30-odd tied and bound seamen on deck were to be sucked down to their death.

Brother George Kenmore Hess, AB, was one of those still on deck. He had sawed through his bonds with his finger nail. When the sub dove, Kenmore grabbed a knife and sawed frantically at the bonds of his shipmates. He is credited with setting free and saving the lives of at least three of his shipmates. The rest of them were dragged down with the sub.

Lee observed all this from the distance—swimming all the while with tied hands. After the sub dove, another period of torture of a different kind took place. The few survivors tried to huddle together in the water. Lee's appendix was kicking up like hell, but he never complained. Instead, he gave a packing box he had discovered to Cully Stone, Navy radio man, who was about to go down for the last time.

Lee swam for 12 hours—part of the time towing a Navy gun crew member named Butler. In the middle of the night the sharks arrived. They attacked viciously when ever the exhausted men lay still in the water for a moment. One man was decapitated, an-

(Continued on Page 4)

Brothers John Hawk and Morris Weisberger left this week for London to represent the American seamen in the conference being called by the Joint Maritime Commission of the International Labor Organization for January 8th. The conference will discuss proposals of the various international maritime unions for an international charter governing working conditions in the ships of the world's sea powers.

Hawk, Secretary-Treasurer of the Atlantic & Gulf District, and Weisberger, New York Agent for the SUP, were designated as official SIU delegates by President Harry Lundeborg, and will speak at the London conference for all American seamen. They will give fraternal support to the foreign trade unions in their fight to win wages and conditions approximating those held by the SIU in America.

The Commission is composed of representatives of nine seamen's unions, including the SIU,

nine shipowner's organizations, and two members of the governing body of the International Labor Office.

The seamen propose a minimum wage for all seamen based on rates of £8 a month for an able seaman, £22 10s. for a third mate or fourth engineer and £16 for an assistant radio officer.

Among their other demands are standardized international practices governing overtime pay, war risk bonuses and other additions to basic pay; continuous employment, with national manning pools and pool pay for men awaiting assignment to ships; standard hours of work with leave ashore in compensation for working a seven-day week when at sea; minimum manning scales; annual leave of at least 12 working days with pay and subsistence allowance; improvements in accommodation and amenities aboard ship; adequate safety measures; improved catering and medical care; comprehensive social insurance; full recognition of trade unions; and modernization of the legal status and rights and obligations of seamen.

Hot Breath

If you feel a hot breath on your neck nowadays, the chances are it isn't that little blonde "hostess" down at the corner gin mill, but rather your draft board taking a look at the date on your last discharge.

Selective Service has announced that it intends to:

1. Reclassify in 1-A all men up to 38 who left the sea after being deferred as seamen;
2. Grant occupational deferments to men 18 to 38 who enter the merchant marine.

The new steps will mainly effect men over 30 who have been deferred, but have either taken a shore job or overstayed their shore leave since getting the deferment. Concerning this group, Col. McDermott, New York City Selective Service Director, said:

"Now that they have been deferred from military service for a long time, and have acquired the skill as merchant seamen, they should not be permitted to leave the activity in which they are best qualified to promote the war effort and in which they are vitally needed."

All local boards are now in the process of "reviewing" all deferred seamen, and giving them the choice of the army or the sea.



HAROLD LEE



JOHN HAWK



MORRIS WEISBERGER

ever saw," said Lee. The actual size and the details of its bristling deck armament are being suppressed by the Navy Intelligence.

The sub cruised among the life boats, hurding them into one spot, tying them together, and finally began taking the survivors aboard. Here is what followed, in Lee's own words:

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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.

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267

WSA Compares Seamen's Wages In "GI" Bill Survey

WASHINGTON, D. C.—Statistical information supporting the principles laid down in the Peterson Bill, HR 5477, extending the GI Bill of Rights to merchant seamen, has been set out by the War Shipping Administration's Labor Agreements Division in a comparative analysis of the rates of earnings and conditions of work of the merchant marine personnel on foreign flag and United States vessels.

This document, comprising forty pages with an appendix of tables on earnings of seamen and other data, also deals with unemployment insurance covering merchant marine personnel as provided in the Jackson Bill, HR 5256, referred to the House Ways and Means Committee.

American seamen generally fare better than all foreign seamen in matters of hours of work, subsistence, bonuses, and war risk insurance.

Foreign seamen are generally much better protected in regard to the emergencies of life. All countries except the United States and Canada provide unemployment benefits for seamen. During the war all the Allies except the United States have reserve pools and seamen are paid standby wages. Most nations pay 100 per cent of basic wages plus subsistence in the pool.

The Dutch have gone much further. They provide for the unemployment of seamen after the war on the following basis: Full wages for nine weeks, 80 per cent of full wages for the next eight weeks, and 75 per cent for 27 weeks more, depending on length of service.

A table in the WSA report lists wages and bonus for all ratings

of able seamen of various countries as follows:

Country	Base Pay	War Bonus	Total
Argentina	\$36	\$36	\$73
Australia	57	29	86
Belgium	49	49	98
Brazil	25	18	43
Canada	81	40	121
Chile	17	34	51
France	54	40	94
Great Britain.....	56	40	96
Greece	44	68	112
Netherlands	62	40	102
New Zealand	68	19	87
Norway	58	57	115
Poland	56	50	106
Sweden	53	125	178
United States	100	102	202
Yugoslavia	200

Living Costs Cited

In presenting this table of earnings of able seamen, the WSA study cautions, however, that a fair comparison requires that living costs in the various countries be taken into account. It is pointed out that \$50 may go as far in a foreign nation as \$100 in the United States.

The WSA report sets forth comparative information on maritime services of various nations dealing with hospitalization and medical care, readjustment allowances, provision for dependents of deceased seamen, disability payments, unemployment insurance and vacations.

The Peterson Bill, which em-

Editor, Seafarers Log,
Dear Sir:

Here are a few suggestions which might serve a purpose if included in the next reprint of "Instructions to Delegates."

It doesn't seem to be common knowledge that departmental and joint meetings can be held aboard ship. The wartime conditions as they affect seamen require, however, that at least one man in each department be kept on watch while the meeting is in session.

Toward the end of a voyage, a joint meeting should be held, at which to discuss eligibility of trip card men for union books; the different delegates should check the standing of all hands as to union dues; and a list of repairs needed in the crew's quarters should be drawn up and included in the minutes of the meeting. Two copies of the list should be handed to the chief mate, one for himself and one for the Port Engineer.

At this meeting, all beefs which have accumulated during the voyage should be discussed and entered in the minutes. If these seem important or of educational value, a copy of the minutes should be made made for printing in the *Seafarers Log*, together with any unusual happenings during the trip.

The ship's copy of these min-

utes should be left with some member of the crew making another trip, and read at the next meeting which is to be held as soon as the new crew has signed articles. This start-of-voyage meeting will be chiefly for the purpose of getting acquainted and to elect new delegates.

While in peace time only full book members had voting powers in ship's meetings, it may seem advisable nowadays to extend this privilege to probationary members in order to form a quorum. In no case, however, should permit or trip card men be allowed to vote. And when the question of granting books is to be discussed, these last are to be excluded from the meeting.

Special meetings should be called whenever necessary—chiefly for disciplinary reasons. Of late there have been cases where stewards have taken men up to the Old Man for laying down on the job. Such action is neither necessary nor good unionism. The men in his own department should be able to straighten out any faker. Call a special meeting, and if he won't come clean bring him up on union charges at the end of the trip. This recommendation applies to all departments, and to performers as well as shirkers.

Many ships are sailing either without libraries aboard or with libraries which, not having been replaced, are no longer of interest. It's up to the delegates to see that a fresh library is added at the end of the trip, for often the purser or deck cadet should have taken care of it, but fails to do so. Just ask the patrolman when he comes aboard where to telephone to get the books replaced. While you're ordering the books, ask for a few batches of magazines.

JIM CORSE, No. 6217

Where's Hitler



Editor's Mail Bag

He Don't Say Nothin' —

Another week has passed without any word from Admiral Land on the vital question of maintenance of union working rules for the war's duration. Land was asked bluntly by the SIU whether or not he stood behind the "Statement of Policy" signed by him at the beginning of the war. He doesn't say yes—he doesn't say no!

The shipowners under contract to the SIU are attempting to open to negotiation (and chisel) the working conditions contained in the contracts. The "Statement of Policy," signed by the union and the WSA at the beginning of the war, froze those working rules for the duration. It was on the basis of this protection that the union signed a no strike pledge.

We are now asking Land whether or not the WSA intends to see that its operators live up to the Statement of Policy.

Upon his answer depends the continuance of our no strike pledge. It is time for him to speak.

Personals

SURVIVORS OF SS BIENVILLE
Get in touch with attorney Richard M. Cantor, 51 Chambers Street, New York City.

EMILJOHN CIPAR:
Get in touch with attorney Richard M. Cantor, 51 Chambers Street, New York City.

EMIL HUPMAN:
Your wife is worried about you. Write her, at once.

ROBERT KENNEDY:
You lost your discharges aboard the SS Joshua Leach and they were found by Delegate James E. Roche. They are now at Headquarters office. Pick them up.

Money Due

SS R. M. PEARSON
Linen money is coming to E. Hardeman, Barrett, L. E. Bragg, V. Bodine, J. Kreig, McCurdie, J. L. Danzey, and R. M. Gee. Collect at Mississippi Line office in New Orleans.

SS JOHNATHON GROUT
J. Bucker has one hour penalty time coming which he did not collect at payoff. Collect from New York office of Mississippi Line.

Keep In Touch With Your Draft Board



Only One Out of Five Can Count on a Job Under Selective Service Rules; Unions Protect All

WHAT'S DOING

Around the Ports

NEW YORK

Twenty-one ships were paid off by the New York patrolmen last week, with nineteen signing on.

The Calmar office looked like a patrolman's convention on Tuesday. There were six patrolmen paying off four ships. The Holt, Marr, Gibbs and Latrobe paying off two hours apart. The only trouble was that the skipper of a couple of them gave the crews the wrong information on the time, and it took two patrolmen the next day to clear up the beefs for the boys that were not there at payoff time.

Patrolmen Goffin, Hanners, and Fisher ran into a skipper Thursday that dates back to the days of old. Comes time for the payoff, all the office force are lined up in their usual position around the table. The commissioner is all set, the money is neatly stacked and the saloon door is opened for the men to come in and get their money. Then this modern Bligh lets out a scream of sabotage. When all the excitement had cleared away, the Captain screamed out that the patrolman who was talking to the commissioner must leave the sacred sanctum of the officers' saloon immediately.

The Patrolman and the Commissioner patiently explained to the Master that the patrolmen were there for the purpose of representing the unlicensed personnel and that it was a customary practice. We know that it would be sacrilege to state that

Captain W. Touschean of the SS Cape Corwin would have indulged in intoxicants at such a time of responsibility. Whatever the cause of his horror, Capt. W. Touschean was persistent in his demand that the patrolmen be ejected and that the men would payoff without representation and like it. The men didn't like it, nor did the men payoff on the ship. With the exception of one man, the crew stood by their agreement and paid off in the company office the next day with representation and all their beefs settled.

Among the ships paid off here with all beefs settled aboard were the Marjorie, Griswald, Peckham, Emory, and the Whitefield. The Cranston Victory had a number of food beefs, but they were turned over to Frenchy Michelet who convinced the Steward that he could get more cooperation from the crew than from the company.

There are quite a number of beefs coming from the men who come in on ships in transit. A number of these beefs are in reference to conditions and food which can be remedied here, if the ship comes along side for a day or two. Another is men who want to sign off articles. This has been practically an impossibility as men are not available to replace the men getting off.

J. P. SHULER, Patrolman

The New Year is here and shipping in New York is greater than ever before. The patrolmen are

making every ship, and staying until the last dime is paid, and setting all the beefs right aboard.

From my talk with every patrolman here in New York, the ship's delegates are doing a good job and seeing that the overtime is presented in good shape so we can go to work on them.

But we are still waiting to pay off a ship without running into some guy all gassed up, taking up the patrolman's time with some phoney beef and then holding up the payoff when it comes time for him to get his dough. Every brother should lay off this drinking until after the payoff. It helps you get what's coming to you, and also the patrolman who may need all the time he can get to make another ship.

JOHNNIE JOHNSON,
Patrolman

Honor Roll

SS Homas Lyons	13.05
L. Froit	1.00
R. F. Amachles	1.00
W. Kenefick	1.00
A. L. Addison	1.00
J. Doyle	1.00
G. E. Swannie	1.00
Luster	1.00
W. T. Youngblood	1.00
V. P. McGuirk	1.00
A. Walter	1.00
M. Hall	1.00
C. Niicking	1.00
S. H. Zydel	1.00
L. Almeila	1.00
R. McDonald	1.00

A Quiet Corner In SIU Lounge



These brothers are relaxing in the SIU lounge between bouts with North Atlantic storms and Nazi tin fish. Easy chairs and books out of the SIU library make the afternoon pass quickly and restfully. How about looking over our new library? You're sure to find a book to fit your mood out of the 300 volumes on hand.

The brothers pictured are (left to right) Willie Toomer, Chief Cook; Frank Russo, Ordinary Seaman; Frank McLaughlin, Fireman-Oiler-Watertender; and Nathan Middleton, Chief Steward.

FORE 'N AFT

By BUNKER

As you know if you were in New York around Christmas, the board was so full of ships there weren't enough spaces for all of them. There were ships of all kinds: C-2s, Hogs, Lakers, Liberties, Tankers, Victories, and tugs. Any kind of job you wanted.

Most of these ships were bound for the fighting fronts—many with vital supplies for the lads who are giving the krauts one hell of a battle over there in the Belgian mud.

The boys who are fighting would have liked being home for Christmas. Many of them haven't seen the States for two years or more. They are homesick but they have to sweat it out.

A lot of SIU men would like to have been home for Christmas, too. But they knew there was something bigger than Christmas parties and dinner with the folks at home this year. "We didn't dog it when it was really tough in '42 and '43," they said, "so why start now?" They gave up Christmas ashore this year and kept those war cargoes moving.

These men are at sea now—in the North Atlantic, the "Med," the Caribbean, and the Pacific. They had the Christmas spirit—the right spirit. They knew that the big holiday hasn't started yet.

Here's to them!

* * *

Manpower Commissioner Byrnes closed the race tracks recently. Now the horse race crowd will know there's a war going on.

But what will become of the bookies, the touts, and the jockies?

Here's a suggestion, Mr. Byrnes. Send 'em all to Sheephead Bay and train a special detail to man these Liberties that the Maritime Commission is converting into mule carriers.

In case you haven't heard, there will be 13 Liberty ships converted (at a trifling cost of \$300,000 each) to carry several hundred mules—and a hundred men.

* * *

We suppose these ships will be fitted with donkey boilers to keep the cargo warm.

* * *

DID YOU KNOW ... ?

Although Switzerland is a nation without a seaport, she does have a merchant marine. At present ten ships fly the Swiss flag. They sail under regulations of the Geneva convention, using the same rules that apply to hospital ships; reporting their position regularly and using lights at night.

Crew Reports Good Trip On SS Thomas Lyons

This letter is written to bring the membership up to date in regard to the SS Thomas J. Lyons, Smith & Johnson Line. You will undoubtedly recall that last June the crew then on this vessel wrote a letter asking that a Patrolman meet the ship when she came into New York in order to take up beefs about the Captain. The entire crew, with the exception of about three men signed off foreign articles in New York by mutual consent, and the undersigned was one of those who took a call off the board to replace them.

Those of us who answered the call had serious misgivings about signing on, in the light of what the old crew told us, but several of us who had sailed with Smith & Johnson before had a talk with Captain Anderson and we found he was ready to back us up in the event of trouble. On that voyage I was Deck Delegate, as I was on the trip just completed, and together with my brother delegates we proceeded to educate the Captain as to his relations with SIU.

The upshot of the whole matter is that he has completely changed in his attitude and during these two voyages no single incident has occurred that calls

for any criticism of him. The best evidence of this is that six of the Deck Dept. and two of the Engine Dept. signed back on for a second trip which we have just completed.

Knowing how the members feel about our contract with Smith & Johnson, and knowing in turn something of the respect which Mr. Fasick and Capt. Andersen have toward our union, I felt it incumbent upon us as a crew to show our appreciation of that attitude by taking the vote, which we did. Needless to say it closed the incident to the complete satisfaction of the Captain.

Yours very truly,
M. A. DUNHAM,
Deck Delegate
Book No. 22566

Notice!

Reward for first hand information of any enemy action in waters between Porto Rico and Mass. in January 1943. Insurance claim for loss of vessell requires such proof. Telephone collect, Parkside 5004, or write Box 904, Reckford, Ill.

WELSH & WELSH,
Attorneys

STALINIST FAKERY IN MARITIME IS TRACED

Seamen Jeopardize Gains By Listening To Curran And Co.

By STEELY WHITE

The National Maritime Union is making a coordinated effort to gain control of ESSO and the War Emergency Tanker Companies. This is known not only to the companies but to the SIU membership. However, it is doubtful if the seamen as a whole and even the rank and file members of the NMU realize what consequences and impact such NMU control would have on the marine industry.

It is an established fact that the Stalinists within the NMU have complete control of that organization and manipulate all policies that are laid down to the NMU membership with the dictatorial order . . . "Do it . . . or else!"

We know that these officials of the NMU have connived with and offered the various shipowners very attractive propositions in the form of "company-union" contracts with the NMU's abolition of the check-off system. This would operate at the expense of the men on the ships and militate against them as an economic stranglehold. (The latest example of the NMU's sell-outs is their contract with Keystone).

The Communists within the NMU and in the marine industry have striven only for one thing: Primary control of the men on the ships which would mean the economic life and death of the seamen in their calling. The purpose of this is multi-fold. The seamen, as NMU "members" with dues and levies, would financially maintain the programs of the Communist Political Ass'n. (successor to their so-called Party) both inside the NMU and in other fields.

With signed "contracts" in tanker companies — no matter

long as their industrial programs or policies are useful to or assist the Soviet Union. Once this ceases, the Communists stand as a menace and ready to destroy.

Recall the early days of the war when Stalin was hobnobbing with Hitler. The NMU officials were crying to high heaven and bitterly opposing all industrial policies and programs to aid the Allies. But as soon as Hitler got on Joe Stalin's toes, the NMU officials like the rest of their tribe of labor fakers, reversed their stand and since have been busy sabotaging every gain that labor made in the last decade under the guise of assisting Russia.

Russia is a vast country with almost unlimited resources and manpower. She is in the act of industrial development as a nation. With that accomplished she will acquire a huge merchant marine to bid for world trade. We can be certain that the Communists will then support Russia against the American seamen with our higher wages and working conditions, for we will be in competition with Russian interests. The fact that the NMU has some so-called contracts with some companies would mean nothing—merely scraps of paper.

It is not to the benefit of the seamen, nor to anyone else for that matter to be a part of or have business connections with an organization that is controlled by or partial to the Communist Party.

A large majority of the NMU membership aboard the ships are not aware of these things. A few of the old timers know the set up and stay within the NMU hoping someday to be able to oust the Communists and gain membership control over that organization. Bitter experience has shown that to be impossible. There is one answer—they are swinging to the AF of L Seafarers International Union, the Union that is fighting for and obtaining wages and conditions and overtime on the job.

what the lack of conditions—the seamen sailing such tankers would have to join the NMU or quit that branch of the industry whether they liked to or not! Those seamen, with the NMU designated as the bargaining agency, and their ships controlled by Communist NMU members, would be at the mercy of the dictations of Moscow.

It is well known among shipping circles and labor men that the number one point of the agenda of the Communist Party's waterfront section has been and is "control of the maritime industries of all the nations through the world." This policy was announced by S. Ambrovitch Dridzo of the Communist International of Labor Unions at the International Marine Transport Workers Congress held in Hamburg in 1930. (Mr. Dridzo, under his true name, is today Abraham Lozovsky, one of the mainstays of Joe Stalin's "government" in Moscow. Another who attended the same congress was Thomas Ray, now one of the mainstays of the NMU's so-called "Port Committee," an ardent stooge for Stalin and one of the real order-givers within the NMU.)

The Communists' tactic has been simple — for they have worked chiefly within the labor unions of the various nations—with a particular emphasis on the marine unions—by establishing their "units" within such unions to work from within. Once established, the task of such "units" has been "to gain control of the particular union or destroy it to set up a rival organization." And a few years ago the Communists almost gained this goal in the U.S., as within other countries, by striking at opportune moments and almost paralyzing world trade through partial control of the labor movements in transportation and communications.

It is well known that where they have an opposition within a union they will force a strike and immediately sabotage the union's effort by cunningly reversing their stand and attempting to lay the blame on their opposition for the loss of the strike action. Countless examples of this exist. The union's memberships are always the goats of this power-seeking mob.

They have shown that they care no more for the workers than they care about the workers' needs; for the Communists have shown that they will trade with the bosses and the shipowners and play along with them as



By "FRENCHY" MICHELET

The earth has swung full cycle again. This troubled old globe has made yet another lap around the sun. We did most of this trip seated on our fanny at a desk job. We can't say that we like it though. More and more we have found ourself dreaming of far places.

This is the season of resolution. Let us all resolve to try to have the spirit of goodfellowship that prevails at payoff time and in gin mills under the mellowing influence of a few beers extended to our living and working together throughout the voyage.

We are having quite a bit of trouble with several chiseling operators who try to get out of fumigating their ships no matter how lousy they get. They invariably try to give us the old exterminating routine. We don't go for it of course, but it makes for a lot of trouble just the same. We have learned the hard way that fumigation is necessary to get rid of bugs. The only way you can kill them with that goo the exterminator spreads around is to hit them on the head with the can.

Several cooks have complained to us about the scarcity of bones for stock. They contend that the beef comes aboard boned and that they are consequently frequently short of material for the stock pot. The truth is that there's actually no shortage at all. A cook must plan ahead that's all. There's plenty of good beef stock in your prime rib stores. Cook the meat with the bone on it if you prefer it that way. Save the cooked bones, they make a fine stock. Open the bones with a cleaver to free the savory juices. Throw them in a stock pot, add a few pounds of lean beef, a few onions and soup vegetables, add several gallons of water and let simmer all day. Strain through a china cap into gallon vegetable cans. When cool, store the cans in the ice box. Remove as much each day as you need for the day's cooking. The fat that will have accumulated on top must not be removed as it protects the stock from souring. By treating your veal and fresh and smoked ham and fowl bones in the same manner, you can store up a variety of stocks for every occasion.

Every time we catch a cook parboiling chickens for soup stock, we blow our cork. Save the legs, wings, neck and trimmings of the chicken for this purpose. Add a little veal stock, a pinch of saffron for color and you have a fine stock for any chicken soup. Always open the legs and other bones with a cleaver to get at the full flavor.

If you think the chicken is too

tough for roasting, don't boil all the flavor out of it. Cooks who pull this old ship dodge are just asking for trouble.

Try this with a tough old hen: Cut up the chicken as for fricaseeing. Wash thoroughly in a collender. Soak the meat in cooking oil for a half hour. Now season it well with a liberal sprinkling of salt, pepper and paprika. Put it in a baking pan with several quartered onions and a clove of garlic, cover it with another pan and bake for a half hour. Meanwhile have a mixture of one can of tomato paste and two cans of No. 2½ tomatoes simmering away on the range. After the meat has baked for a half hour, pour the tomato mixture over the chicken and cook until tender.

Our cousin, Danny Byrne, will soon be in New York after putting almost ten months on the England-France shuttle. We are looking forward to quite a little binge as he will naturally be live as hell after all those fine days on the other side. Danny was the hero of the sweetest setup we ever ran into on this good green earth. It was in the spring of '41 that we chanced into Santos, Brazil on the old Arizpa and found that Danny had preceded us there by a few days on the Del Sud, and that he was head man with "Mussolini," a dark-eyed darling who ran the best gin mill in South America. Imagine breezing into a port and finding that your cousin has full authority to ladle out the cold beer!

Escapes From Enemy Sub

(Continued from Page 1)
other had his leg bitten off by the sharks.

Finally planes appeared again and dropped life rafts. And two days later a British trawler appeared and took the men to a small island. From the island they were later taken to Colombo, and then back to the States where Lee finally had his appendix removed. And now Lee is ready to ship out again, and is in the New York SIU hall looking for a job.

Oh, yes, but there is a hitch. He lost his papers when he was torpedoed. And so he can't take a ship until duplicates come through. And that will take weeks . . . and weeks. In the meantime he is broke. And the draft board is breathing on his neck. The boys around the hall are kidding him by saying, "Hell, you were better off on that life raft than you are now. At least you had emergency rations and could eat."



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