



## SUP-SIU Members Feared Lost In Munitions Blast At Port Chicago Navy Dock

PORT CHICAGO, Calif., July 18—A terrific blast at the Naval ammunition loading dock here last night cost the lives of 80 merchant seamen, an estimated 300 Naval personnel, and two ships manned by civilians. One of the vessels, the E. A. Bryan of the Oliver J. Olson Lines was under contract to the SUP and manned with a full SUP-SIU crew. One SUP-SIU Oil Barge also was lost with all hands. No accurate count has been completed as yet by the Naval authorities.

### 51-Day Atlantic Crossing Made By 4-Mast Barque

CAMDEN, N. J.—After a fifty-one-day crossing of the Atlantic with a cargo of cork from Portugal, the 50-year-old four-masted barque Foz Duoro is now at Camden, N. J. She is the first large sailing ship to enter the Port of Camden in the last fifteen years.

The destroyed vessels were the 10,000-ton Quinault Victory, a Victory ship delivered a week ago by the Oregon Shipbuilding Corporation at Portland, Ore., and the 7,500-ton E. A. Bryan, a Liberty ship delivered by Richmond Yard No. 2 March 8. Both yards are in the Henry J. Kaiser organization. The Quinault Victory was operated by the United States Steamship Lines and the Bryan by the Oliver J. Olson Company. One of the ships, according to Captain Goss, was loaded with "several thousand tons of explo-

sives" and the other was "only slightly loaded" when the blasts occurred.

Capt. John Hendrickson and seven members of his crew of forty-one assigned to the Bryan were on authorized shore liberty last night and were presumed to be safe. Of fifty-two in the crew of the Quinault Victory sixteen had shore passes and eight of these had reported in this afternoon.

Observers marveled that the damage had not been even greater.

Gangs of Navy enlisted men, working as stevedores, were well along in the loading of the Quinault Victory with a cargo of high explosives of all types for use in the allied offensive in the Pacific. The Bryan was tied up near by and the loading of her holds with munitions had just begun.

One ship blew up at 10:19, the other blew up about five seconds later. Flames shot toward the sky. The explosion nearly demolished the small town of Port Chicago. Its population is 1500.

#### Injury Total Rises

(It is noteworthy that Capt. C. May, of the Masters, Mates and Pilots, AF of L, raised the question of such explosions and hazards before a recent meeting of the Maritime War Emergency Board, on the question of bonuses.—Ed.)

Estimates of the number of injured ranged from 500 to 1000 and property damage was reported well above the 5,000,000 mark.

The Navy could offer no explanation of the blast which was felt in 14 counties within a radius of 50 miles and officials explained that any investigation would be hampered by a lack of survivors to give evidence of exactly what happened.

#### No Close Survivors

("There are no close survivors to give evidence of what happened," said Capt. N. H. Goss, who had jurisdiction over the depot.)

Only four bodies have been recovered from the debris of the explosion and naval officials still

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(Continued on Page 4)

## SIU Scores Remarks Of WSA Manning Officer Re. Seamen

NEW YORK, N. Y., July 19.—Taking sharp issue with Raymond R. Sharpe of the WSA Manning office in England, Morris Weisberger, SUP Agent for New York and Vice-President of the SIU of NA today objected in a letter to Mr. Sharpe at the American Embassy in London.

Brother Weisberger objected to the implications contained in a circular from Sharpe to the delegates of the ships' crews which recently went in on a suicide mission to the Normandy beach-head and had to await repatriation in England after their vessels were lost.

Mr. Sharpe implied that seamen were not well behaved by expressing surprise at finding them so. Further he insulted all American seamen by alleging that the Red Cross had reported to him that while the seamen were being lodged in England, not "a single theft" had occurred. He appeared to be "disappointed" Brother Weisberger retorts in his answer.

Sharpe's letter to the delegates of those ships' crews is given below in full, followed by Brother Weisberger's answer:

**U. S. WAR SHIPPING ADMINISTRATION**  
(District of the United Kingdom and Iceland)

To All Delegates Representing Crews of Port Repair Ships:

Subject: Seamen's Conduct While Awaiting Passage to U. S. Shores.

In a small, exclusive sea-shore resort of Southern England, the crews of 22 American flag vessels were brought after completing a very important mission which was a part of the invasion forces.

Some of these crews had not had liberty for as far back as seven weeks prior to the invasion. Yet in the 21 days which you and your fellow seamen spent in this town there was not a record of one single arrest or unpleasant

## Union To Appear Before War Labor Board On Electricians

NEW YORK, N. Y., July 21—Briefs have been filed before the National War Labor Board by John Hawk, Atlantic and Gulf District Sec'y-Treasurer of the SIU of NA in a continuing dispute regarding the ratings of Chief and 2nd Electricians on many of the Class C1, C2, C3 and C4 vessels sailing for companies under contract to the Union.

The NWLB announced this week that the formal hearing of the War Shipping Panel will take place in Washington, D. C., Monday, July 24. At this hearing testimony for both the shipowners and the Union will be heard and recommendations will be made.

The Union has already submitted proposals calling for \$207 per month for Chief Electricians and \$184 per month for 2nd Electricians, wages, which of course will be increased by the percentages and bonuses being paid under the present war-time condition.

Proposed working rules make the Chief Electrician responsible to the Chief Engineer or the first

Asst. Engineer, with the 2nd Electrician responsible to Engineers in charge only when tending winches. The rules also call for limiting their duties to electrical work only; and deems no "refusal of duty" in case an electrician should refuse to perform work which would render him liable to electrocution.

As well as that the proposals call for many overtime provisions on the questions of installing additional equipment and work after 5 PM and before 8 AM.

The Union will be represented at the hearing by Brother Hawk, Paul Hall, New York Agent and Matthew Dushane, Washington Representative of the SUP-SIU.

## SIU Representatives Ask Lower Launch Fares For Harbor

NEW YORK, N. Y., July 20—As a result of a previous meeting on the question of the exorbitant launch fares charged in New York Harbor, Morris Weisberger, SUP Agent and Paul Hall, SIU Agent for this port met with Capt. Peterson and Mr. F. Farr of the WSA, here, yesterday.

They demanded that the launch fares be lowered to meet the pocket of the Merchant Seamen, for the port has the highest launch fares in the world which have been functioning on a "johnny-bum-boat" sliding scale at the will of the individual launch operator.

In addition to this it was pointed out that the seamen are required to pay much in excess of those members of the armed forces making the same trips from the same ships to shore-side or reverse.

The Union advanced three proposals to help lighten the burden on all seamen requiring launch transportation when their vessels are laying at anchor in the harbor.

The proposals are as follows:

1. That a central point be established where all seamen can get information on launch service to their particular ship, with a waiting room.

2. That there be a flat rate for 24-hour service on scheduled runs, (with no additional charges at night).

3. That there be 2 or 3 regular trips per day at a minimum cost. (This means that 1 trip should be scheduled before working hours in the morning, another in the evening after work, and another at 1 AM for convenience of crew members.)

Both Farr and Peterson seemed favorable to the proposals and assured the Union's representatives that the same would be pushed by the WSA in Washington. Capt. Peterson is well known for his fair approach to the union seamen's problems and is one of the few Washington people that that can be said for.

It is said that the SIU and the SUP are the first two organizations to go on record for a lowering of fares in this harbor to benefit the seamen and banish the launch-gouge racket.

# 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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## WHAT'S DOING

# Around the Ports

### NEW YORK

All of you fellows just hitting New York for the first time in some period, should be advised that you needn't be frightened at that weeping and wailing noise coming from the direction of 7th Ave. and 23rd Street. It's only the commies down that way beating their gums and tearing their hair over the fact that they lost the Pittsburgh election on the Lakes and to top it off, had the WLB rule against their nice little cut-throat scheme to force a checkoff system of paying dues on their members.

Instead of taking their beating on the Lakes gracefully, the Cur-ranskys are attempting, in their usual fashion, to put it off on something else. They say they blame the Seafarers', but their own non-union activities caused their terrific defeat. However, the records show that their story is completely without base, and it is only one more way of knowing that the seamen are becoming wised up to these commies and their political preaching. The seamen have not only voted against them, but are even out now on the waterfront **Fighting Like Hell Against Them.**

These defeats, and especially the WLB's decision against the check-off system, are some of the hardest blows ever struck against the commies and have prevented them from securing a stranglehold on every merchant seaman riding their vessels. **And don't think the Commies don't know it either!**

### Shipping and Business

Shipping and business for this Port are still a little below par and from all indications it shall be this way for several more days. When it breaks, however, we expect to be very busy here. As I mentioned before, when shipping is going direct to the European Continent then New York will be the busiest of all spots.

### Launch Charges

In accordance with my report last week, Morris Weisberger, the SUP Agent in this Port, and myself, attended a meeting the other day with the Port Director, the Coast Guard, and the Launch Operators' Representatives in this Port, relative to securing lower rates for launch fees.

As I mentioned previously, we intend to push this beef to the fullest extent and it looks as though we may have some success. We have another meeting booked for the latter part of this week with several WSA Officials.

All indications point towards a win in our efforts toward this end.

### Food Problem

Along with Brother Hawk and Volpian, I attended a meeting this past week with Mr. O'Connell of the WSA, from Washington. He is the WSA Food Administrator and informed us at the meeting that he was drawing up a food program for the maritime industry. This man offered several good suggestions while at the same time, put forward a few bad ones.

It will be impossible to give a

decision on his program or to present it fully to the membership until such time as O'Connell comes out with concrete proposals in a written form so we can see exactly what his thoughts and suggestions are.

From previous experience with the various WSA officials, it is my opinion that before we accept anything in the way of suggestions and proposals, we should consider it thoroughly. We know from past history in dealing with these people that often, when we agree with them on one thing we wake up and find out they are interpreting it as something entirely different than what was originally intended.

There should be another meeting shortly on this particular item and no doubt these people will have taken some parts of our recommendations and will bring all this stuff back in black and white.

### Coast Guard Charges

We had a case this week of a Coast Guard hearing where an oiler was charged with being incompetent due to the fact that while on watch, the H.P. crank ran hot on him. It was pointed out during the courses of this trial that the reason for this was the fact that the First Assistant, instead of allowing the man to attend to his oiling duties, was using him as a general handy man as well.

Among other things, he was cleaning the hotwell, blowing tubes, as well as running errands. The point was brought out that if a watch engineer is going to have an oiler to act as a general flunky and call boy, then the man could not possibly have the necessary time to attend to his regular duties. This point was well taken by the hearing officer and on this ground, the man was acquitted.

On the strength of this, in the future, where our members in the Engine Dept. are charged for incompetency on this type of beef, any such details, as in this case, should be remembered, as without a question, we have had men suspended for being incompetent where the charge was absolutely unjustified.

We should, in the future, have no trouble at all in upholding our members who are up on this type of charges and place the responsibility where it belongs—on the Watch Engineer.

### New Building

Well, it looks as it has finally happened—we're **MOVING OUT OF THIS DUMP.** The contractor has submitted an estimate on the cost of rigging up our new union hall and a committee was elected at Monday night's meeting to investigate it. As soon as this committee comes back with a recommendation then the contractors should start immediately.

According to them, from the time of starting, it should take approximately 2 weeks to complete the entire job. The membership in this Port will be happy as hell when this day comes because all hands here are really fed up with this dump at 2 Stone Street!

**PAUL HALL, Agent**

### NORFOLK

"We pie-cards" in this port had no more finished the battle with the Vermin ridden SS Tulsa of the South Atlantic SS Company, and had ourselves fumigated after going aboard her before they had fumigated and cleaned her up a little, than up shows the SS Cecil Bean, a "palatial" liner of the American - Range Liberty Steamship Company with a slave driving mate, who must have thought he was on a Lykes Brothers ship, for he really tried to run the deck gang in Latvian, Navy style. (The Lykes Brothers and the Latvian Navy had the old "SPEED UP SYSTEM".)

He didn't get very far, as we had a real bunch of SIU men on the said Cecil Bean, and when the lousy buckaroo Mate could not make the men do double work, he then reported the Bos'n Chris Rasmussen to the U. S. Coast Guard on charges of misconduct and insubordination.

We appeared before the Coast Guard on behalf of the Bos'n and during the proceedings, we showed them that this Mate had only an A.B.'s ticket in America, but had a Latvian Master's certificate in the Latvian Fleet—(2 ships and a canoe is their Navy).

The hearing Officer, Commander Thompson, U.S.C.G., after hearing all of the evidence, etc., did then and there inform the said Chief Mate that he was under the impression that the SS Cecil Bean was not big enough for him and the Bos'n too.

Note: The Bos'n is now signed on, and the Mate is heading for parts unknown; perhaps to get a job as a **CHIEF ORDINARY SEAMAN** on a Southern Pacific Flat car.

Who knows? Who cares?

Mr. Hill, the Representative of the American-Range Liberty SS Company agreed with the Seafarers International Union of NA, (AF of L) that this lollapalooza gazuni Mate had created entirely too much friction on the Bean. As this is written, Mr. Hill has notified us that he has just signed on a new Mate.

Is the canned Mate's face red? He avidly stated that no one could have him fired. Nertz to you ex-mate!

The deck crew of the SS Cecil Bean proved themselves good Union men, for when witnesses

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## NOTICES

The following men's mail was left on the SS Joseph Aspdin, Bull Line and is now being held at the Baltimore Hall:

Jake Wood, Chas. H. Starling, Harvey C. Jamerson, Jr., Douglas L. Davis, Kermit Parker, Edgar Giles, B. A. Wells, Genaro Caimain, Joe A. Smith, John S. Williams, Paul E. Kent, and Leon N. Johnson.

**J. F. FLANAGAN, Agent**

Will Rufus O'Neal and Barnwell Petermann, No. 31154, please come to headquarters office, Room 213, 2 Stone Street, New York, N. Y.

# Sunk — Maiden Creek Cargo Is Protected From Looting Pirates

WASHINGTON, D. C.—American grit, backed up by nothing more than bluff and a couple of pen-knives, recently saved an American merchant vessel from piracy after its abandonment had been forced by torpedo attack in the Mediterranean, reports to the War Shipping Administration showed here this week. Vital military supplies were saved for our fighting men in that war theater.

The SS MAIDEN CREEK, a 6,165 gross ton Maritime Commission C-2 freighter, commanded by Capt. Oscar Pederson, of Mobile, Ala., was approaching the North Africa shore when attacked. The first torpedo penetrated a forward hold, broke the propeller shaft and flooded the engine room. The second torpedo completed the job of breaking the freighter in two. Six crewmen were lost and 12 were injured before survivors made their escape.

The SS MAIDEN CREEK was the 2nd of her name to be lost in the war and was operated by the Waterman SS Co., which is under contract to the SIU. A full SIU crew manned her as did a full crew her namesake that was lost prior to the naming of this ship.

Assigned to the task of salvaging whatever was possible from the crippled vessel were Cyrus V. Brown, of Bethesda, Md., the WSA representative, and 21-year-old Pvt. Corbin Underwood, of Reedsville, N. C., an Army motor chauffeur, detailed to drive the perilous trip over slick roads to the scene of the convoy attack.

Brown reported he found one

United Nations' ship sunk and an American vessel, the MAIDEN CREEK, foundering. Commandeering a native dinghy, Brown and Underwood reached the abandoned freighter. Her bow and stern were almost completely out of water. The 'midship section was aground, giving the ship the appearance of a gigantic open V.

In pitch blackness the pair climbed aboard. Brown stationed his companion forward and began an inspection tour aft. The ship was a shambles. Huge holes gaped in her sides and her hatches had been blasted to splinters.

Out of the Mediterranean night a small boat approached silently. Ten ominous silhouettes stood out against the horizon.

"Sheer off or we'll fire," the unarmed Brown shouted as the black marauder made alongside preparatory to sending its thieving crew aboard.

Silence was as heavy as the night for several minutes. And then Brown and Underwood, clutching their futile pen-knives and determined to fight, heard hostile whisperings and mutterings.

The bluff worked. The boat and its occupants, never identified except as midnight raiders, disappeared into the night.

Shortly afterward eleven survivors of the Navy gun crew were placed on board as a guard. Salvage crews recovered all equipment, supplies and stores that had not been destroyed by the attack.

# Around The Ports

## Norfolk

(Continued from Page 2)

were needed, they gave up their own time, and appeared as witnesses for the Bos'n.

This is a tip to other brothers, who, in the past have failed to appear to help another Brother out of trouble, so a little advice is in order: Whenever another Brother is in a jam, and you can help him; that is if you know anything about the case or charges which may be against a brother, then it is your duty, as per your oath, to assist him in any way possible.

This "OLD DOMINION STATE" port has slowed down a little, but not enough to warrant us taking a day off, as we keep this Hall open seven days a week, so if any AB's or key men care to do so, you can come in with your gear, and be ready to ship out of the only Port in the East or South with a Southern California Climate.

"Corporal-Major" D. F. Mallette of the War Shipping-RMO, is really crying the blues. It seems that we are not using all of his wins and gashounds that he greatly desires to be rid of. A letter to Mr. Mallette: Dear Mallette: The SIU, (AF of L) does not care for any wins, gashounds or anyone of their ilk and breed, so please send them to their proper places.

We do not need to tell you which "MARITIME" Union to forward them to, but we will allow you one guess. You're right. Signed: By REAL Union men.

It looks like the Naval Reserve is trying to get Davy Jones (No, no, I don't mean the one who controls the locker at the bottom of the Sea) but the pie-cards in this port are threatening to put charges against Jones because

they have stated to me the following: Davy Jones, the Patrolman has been trying to hustle us into paying a year's dues in advance, and gets we "pie-cards" in front of a bunch of members, and says: "When are you pie-cards going to pay up a year in advance?"

Say it isn't so Jonesy!

The CP-NMU officials are really crying the willies in this port. Their Hall is filled with men, and no ships to send them too. We offered to send them some crying towels, and informed them that they could find the word SYMPATHY in the dictionary between the words (Deleted by censor).

In fact, some of their younger and new members, after making one trip on an NMU wagon, come up to the SIU hall, and plead: Hey Pal, we made a mistake, but allow us to join a Real Seamen's Union, and we will assure you that we will never make the same mistake, for we know that the SIU has proven itself as an American Organization and has always helped any seaman, regardless of his affiliation with any union.

Nothing much more, but will end this missive-missile with scallions to some of these chiseling representatives of the Steamship Companies who come down here with the intention of trying to chisel on the agreements, and bouquets to the militant members of the Seafarers Union who back their officials up at all times.

CARL ROGERS, Agent

P.S. In re: The last paragraph above my name, I mean the following Companies: South Atlantic, Eastern and above all, the real Chiseler is Corporal-Captain Perkins of the Waterman Steamship Company.

CMR.

## Slandering Union Not Included In Boss's Free Speech

WASHINGTON, D. C.—An employer's right to free speech does not mean that he can slander a union or engage in an advertising campaign to defeat a union in a collective bargaining election.

These rulings were made in two significant decisions, one by the Federal Circuit Court of Appeals in Chicago, the other by a trial examiner for the National Labor Relations Board.

The court case involved the Reliance Manufacturing Co., Huntington, W. Va., whose employees are organized by the International Ladies Garment Workers Union. The unanimous decision of the three judges was that the company officials violated the law and interfered with the rights of their workers to self-organization by advertising against the union in the newspapers preceding an election. It was also charged that supervisory employees carried placards urging workers to vote against the union. The court held that by such activities a company "becomes a participant in a contest to which it is not a party."

NLRB Trial Examiner J. L. Hektoen found the Kentucky Utilities Company guilty of violating the law by circulating letters attempting to smear the International Brotherhood of Electrical workers. This union won an election among the employees, but the company sought to defeat it by re-districting its divisions and re-grouping its employees. The trial examiner recommended that the NLRB order the company to cease such activities and to bargain collectively with the union.

Buy Bonds and Stamps in the War Loan Drive.

## Robin Line Skipper Decorated — Sailed With SIU Crew

NEW YORK, N. Y.—Capt. R. E. Hocken, master of the SS William Moultrie of the Seas Shipping Company's Robin Line has been awarded the Russian Medal for Distinction in Action, it was learned here last week.

The vessel, manned by a full SIU crew set out into a force 8 gale and carried a running battle to a wolf pack of submarines as well as destroying eight enemy planes and scoring direct hits on at least twelve others. The scene of the action was around the North coast of Norway, known commonly as "suicide alley." The time—bitter winter.

The report of the action which was made possible through the courage and seamanship of this skipper and the full SIU crew, as delivered by the War Shipping Administration's Merchant Marine Medals Award Committee, reads as follows:

"Setting out into a force 8 gale, in which all ships of the convoy suffered heavy weather damage, the convoy was under almost uninterrupted attack from Nazi

planes and submarines. In the course of the long running battle, his ship was directly attacked thirteen times, and was credited with downing eight planes and scoring direct hits on twelve others. On one occasion, a combined attack by Axis high-level bombers and submarines, four torpedoes were launched at the stern of the ship. One of the torpedoes sank before reaching the vessel; another was fired at by the gun crew and it exploded, and by alert maneuvering the Master eluded the other two. On another occasion, a torpedo sighted approaching off the beam was successfully dodged. By his maintenance of an alert watch, and by his skillful seamanship, he largely contributed to the delivery of an essential cargo of military supplies to our Russian Allies."

## SIU Scores Remarks Of WSA Manning Officer Re. Seamen

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incident. The various officials of this town were amazed at the conduct of these men, notwithstanding the fact that there were 27 races represented.

The American Red Cross who rented quarters to most of these men reported that there had not been a single theft in this time and that the average seaman living in their hotels was as well behaved as any GI Joe.

The delegates splendid cooperation in assisting this office on disciplining a few performers and taking the responsibilities of posting Air-raid Wardens, which was very important, aided this successful operation.

It must be remembered that no Military Police or Shore Patrol were requested and none was needed.

The men consisting of seven hundred and fifty odd, after the Pool was formed, were sent in two sections across the entire length of England to transports bound for the U.S. Not a single man missed his passage.

R. R. SHARPE

July 14, 1944

Raymond R. Sharpe  
WSA Manning Office  
American Embassy  
London, England

Dear Sir:

A copy of the letter you sent to "All Delegates Representing Crews of Port Repair Ships," under the subject of "Seamen's Conduct While Awaiting Passage to U. S. Shores," has come to my attention since it was brought back by one of the same delegates who was in the recent invasion and was repatriated here.

As a union man and a seaman I certainly must voice objection to the implications contained in the text of that letter, as to the following portions:

A: "\*\*\*\* there was not a record of one single arrest or unpleasant incident.\*\*\*\*"

B: The Red Cross is alleged to have reported: "\*\*\*\* there had not been a single theft in this time \*\*\*\*"

Both those portions of the letter are insulting in the extreme. Perhaps your intent was to state that you and other officials over there were disappointed to find out that the American seamen are well-behaved and gentlemanly people. Disappointed, perhaps to find out that the seamen are not drunkards and thieves, or even worse; since the seamen have as an element been smeared for years by people desiring to keep them on low wages and living standards.

This organization would like a letter from you clearing up your stand. Thank you for your consideration in this matter.

I am,  
Yours truly,

MORRIS WEISBERGER,  
Vice-President, SIU of NA

## NOTICE

Will Ernest Benton, former A.B. on the SS WILLIAM JOHNSON, please communicate with the undersigned promptly.

S. C. Berenholtz  
1102 Court Square Bldg.  
Baltimore 2, Md.

Keep In Touch With  
Your Draft Board

## Money Due

Members of the Crew of the SS BENJAMIN CONTI, paid off for recent voyages, can collect line money (8 weeks) at the company office, Mississippi SS Company, 17 Battery Place, Room 132.

SS STURDY BEGGAR: Vernon Hickey, \$34.87. Can collect at Mississippi SS Company office.

SS THOMAS SULLEY: The following men who paid off in Boston can collect: F. Orscheln, 4 hours; T. L. Lewis, 28 hours, overtime. Get your money at the Calmar office.

SS RICHARD ALVEY: Leon Foskey, 62 hours overtime. Collectable at Bull Line office.

SS DEL RIO: Larson has 16 hours at \$1.25 per hour. This is collectable at Mississippi SS Co. office in New York.

SS MATT W. RANSOM: Each man can collect \$125 attack bonus payable at the Robin Line company's office.

SS BENJAMIN CONTI: Each man can collect \$125 attack bonus payable at the Mississippi SS Company's office.

## Editor's Mail Bag

To the Editor of the Log:

Paid off recently on a vessel here and thought I would take this opportunity to pass a pointer or two before shipping out again.

I notice that the old Port of New York is running on a different basis than it used to and it certainly is a benefit to all hands involved. The way she stacks up now, a guy can get immediate attention on a dispute, as well as receive prompt attention on any argument involving dispatching of jobs, etc. Then too, there is something else that caught my eye, and I am very much in favor of, is the baggage and mail system they use in the Branch. The way she sets now, a guy doesn't have to worry about having his bag lifted, or have a letter wait a short while before anybody knows if they have any mail.

In my opinion, however, this is only part of the advancement made by the Seafarers in the past year or so. We are growing and really growing fast as hell! The commies had really better watch out because if we get stronger than we are right now, in the very near future, we will be tapping on their dump and taking them over entirely. If a guy needs

any proof of this at all, all you have to do is to stand around the New York Hall, or any other SIU Hall, and watch the steady stream of discontented NMU members who want to join the SIU and beat that political brigade down at Commie Headquarters.

Here's for a bigger and better Seafarers!

George Seeburger, No. 6932.

## US Tanker Torpedoed Off Columbian Coast

BARRANQUILLA, Colombia, July 14.—Sinking of the American tanker Esso Harrisburg was disclosed today with the landing of a group of survivors who said the ship had been torpedoed by a German submarine off the Columbian coast.

(Previous reports have disclosed submarine activity in the same area. Four Brazilian vessels are said to have been sunk by torpedoing recently.—Ed.)

## Honor Roll

SS Samuel Johnson	\$21.00
SS George Dern	16.00
SS William R. Davis	14.00
SS Chas. B. Aycock	14.00
SS Colin P. Kelly	13.00
SS John Morton	12.00
SS John La Farge	10.50
F. Binkowski	10.00
R. Tuxford	10.00
H. Harter	10.00
J. Lucas	10.00
J. T. Holt	9.50
John Coyman	8.00
SS Leon Stanford	7.00
Joseph Sherry	6.00
SS James Nesmith	6.00
M. Drucker	6.00
John B. Crew	5.90
A. W. Cooper	4.00
E. Costello	2.00
Bud Roy	2.00
A. C. McAlphine	1.00
D. Worrel	1.00

TOTAL .....\$198.90

## NOTICE

Will the holder of receipt No. 34464 and the holder of receipt No. 34465 please call at headquarters office, or write in and state what dues and assessments were paid.

These receipts were issued by C. Haymond aboard the SS Finley P. Dunn, Waterman Line, which paid off in Norfolk, Va.

John S. Bryant will you please communicate with your mother at 300 Brannan Street, San Francisco 7, c/o J. Theo. Erlin Co. She is extremely worried.

## 'Gullible' Gus - Of The NMU

Oh, GULLIBLE Gus was a gullible cuss  
Who believed all things that were said  
By Stalinist fakers who cut Browder's capers  
With slogans they drove into his head!

So GULLIBLE Gus, without any fuss  
Set out in search of the Grail  
And the "boys" on the way relieved him of pay  
And robbed him without fail!

With GULLIBLE Gus on their Stalinist bus  
The "Party" could guzzle and eat,  
With Gus under control as their ultimate goal  
Why, they had the world at their feet!

So Gus voted "yes," and Gus voted "no,"  
And Gus did what he was told,  
He did no thinking and even went finking  
As a member of the fold!

He walked and starved on the picket lines,  
He lived on air and on stew,  
Then the "boys" took over and rolled in clover,  
While they told Gus a thing or two!

He saw the NMU filled with the finks,  
And the scabs who broke his strike  
But the "boys" told Gus to shut his eyes  
All things would be made right!

So Gus was mute—an abysmal brute  
And robbed was his power of thought,  
The Stalinist page was his mental cage  
And ignorance dearly bought!

But GULLIBLE Gus was a queer sort of cuss  
And at last began to sum up,  
To count all his losses to Stalinist bosses  
The price of the jag and the cup!

And so he awakened from terrible sleep  
While the scales fell from his eyes,  
He had given his Youth said the bitter truth  
To a Stalinist mountain of lies!

Top 'n Lift.

SUP-SIU Members Feared  
Lost In Munitions Blast  
At Port Chicago Navy Dock

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were unable to compile a complete list of casualties.

The Navy estimated that 250 enlisted personnel, most of them Negro sailors who were loading the two vessels with ammunition at the time of the blast, are "missing and presumed dead," along with nine officers, five Coast Guardsmen and three civilian workers.

## 80 Merchant Seamen

Approximately 40 members of the armed guards of the two ships also were believed missing and the War Shipping Administration listed 80 merchant seamen as missing.

All of the missing were presumed dead, their bodies blown to bits in the terrific blast that flashed thousands of feet above the demolished harbor area.

Hundreds of civilians in nearby towns were treated for injuries. At least 50 persons were believed seriously injured and 100 naval personnel were reported in military hospitals with minor injuries.

## Blown Two Miles

The Quinault Victory was loading for her maiden voyage when the explosion reduced her to a twisted hulk scarcely visible above oil-slicked waters in the harbor.

The two vessels, fragments of which were blown for two miles,

were listed as officially "sunk" by the Navy. Two small coast guard craft also were destroyed by the force of the blast and several other ships were damaged.

Damage to naval installations was listed as "extensive" by the Navy, but many buildings were reduced to tangled wreckage. Property damage to houses and stores in Port Chicago was estimated at hundreds of thousands of dollars and the huge army arsenal at Benicia, seven miles away, suffered \$150,000 damage to its facilities.

Some explosion eyewitnesses reported:

Chief Steward L. A. Fitzgerald of one of the two blasted ammunition ships escaped death because he was off duty—having a drink in a Port Chicago bar.

"The concussion broke the glass in my hand," he said. "I was blown across the room and thought the Japs were bombing us."

"There were eighty-six men aboard my ship. Only fifteen of us are alive."

A.B. Morris E. Rich of Tuttle, Okla., said that all but eleven of his fellow crew members of one of the ammunition ships which blew up were missing.

"I was just returning to the ship from Martinez when I saw it explode," he said.

## Dictatorship vs Democracy

## AN EDITORIAL

In the Communist controlled NMU *Pile-it* of June 23rd, page 7, I noted that the great "expert" Joseph Curran, is hard at work giving his ??? opinions to the world. As a matter of fact the entire paper is filled with Curran's mental spasms which we know of as the expression of the machine which controls this phonie's bread and butter. And since he has been set up by the machine as a front man through whom THEY speak, he has had no occasion to use margerine.

It appears now that any man who has a fight ashore over quarrels originating aboard ships of the NMU is liable to be brought up on charges in the "Union" and of course expelled.

Now what can this mean?

With the development of the Commissar system of letter boys despatched from the NMU headquarters where Josh Lawrence operates as political despatcher for these Commissars to the ships (all of whom must be trusted Communists as Lawrence is a member of the State Bureau of the CP at 50 East 13th Street and is thus tapping two payrolls, the NMU and the Party while posing as "seaman") who act as the controlling power setting aside the Constitutional and democratic functions of the ships' Committees robbed of their power through this supplanting process of totalitarian rule from the top down instead of the bottom UP, we can see where American seamen who know the score are put on the spot.

Knowing well that a beef on the ship will

mean fingering and phony charges, knowing that the letter boy from headquarters armed with the superimposed power of authority and a letter to prove it can make an issue of any dispute over usurped authority by denouncing him as a Trotskyist, IWW, anti-Communist, red baiter, company stooge, enemy of the war effort, Teheran, etc. And that this tends to divide the crews pro and con with the power of the Union hierarchy against democratic principles of Trade Unionism, he will remain silent as a rule.

Enlightened seamen will quickly grasp the fact that this "system" of political Commissars sent aboard the ships by the Communists in the name of the NMU strikes at the very root of Unionism and distorts out of all meaning the former system of ships delegates who were supplanted if not utterly displaced.

The displacement will come later as their only function left is the act of voting "aye" to the resolutions brought forward by the Commissar. This vote lends an appearance of democracy to the Commissar system. Actually it is the negation of all democracy.

Furthermore, because the activities of the Commissar are bound up with POLITICAL ACTIONS having nothing to do with Trade Unionism or the working of the ship, the overriding authority of the Commissar ROBBS THE MEMBERSHIP OF THEIR INDIVIDUAL CITIZENSHIP RIGHTS TO FORM THEIR OWN JUDGMENT ON AMERICAN POLI-

TICAL PROBLEMS. THE SOVEREIGN RIGHTS OF U. S. CITIZENSHIP IS THUS SUBORNED AND NEGATED THROUGH THE ACTIONS OF A TOTALITARIAN, POLITICAL ACTIVIST MASKING HIS ACTIVITIES THROUGH A TRADE UNION FRONT AND USING THE TRADE UNION LABEL FOR ANTI-AMERICAN PURPOSES.

Those Americans who discover this fact and who protest are gotten rid of in one way or another. The sinister Machavellian plot cannot be brought out into the open in any NMU meeting on ship or ashore, for they switch to Trade Unionism as a coverup when in danger of exposure and howl that the oppositionist is a "red baiter" etc., etc.

His days are numbered indeed. They do not want members who understand what Americanism means or our principles or mechanics of Government for this would destroy them.

Thus, the anti-totalitarian is marked for dumping ashore and having provoked a dispute in barrooms they proceed to bring him up on charges in the Union Hall in order to oust him from the Union. For a dictatorship cannot stand open democratic debate or expose of aims and methods.

*That is the meaning in Curran's "decision" re fights ashore and trials to follow in the "Union." You guessed it Brother — there is something MORE THAN ROTTEN AT THE HELM OF THE NMU AND U'N-AMERICAN IN EVERY SENSE OF THE WORD.*