

**SECURITY
IN
UNITY**

SEAFARERS LOG

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



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No. 26

Canadian Seamen's Union Charter Revoked By SIU's Convention Order

NEW YORK, N. Y.—The charter of the Canadian Seamen's Union—an affiliate of the Seafarers International Union—has been revoked according to advice received here this week by John Hawk, Atlantic District Sec'y-Treasurer of the Union. The charter was picked up from the Toronto office of the CSU by a representative of the International in accordance with the orders of the last Convention in New Orleans.

Instead of complying with the direction of the Convention asking the repudiation of the Communists, the Canadian group issued a brazen booklet against the International.

The representative who picked up the charter on August 3rd at the CSU's national headquarters in Toronto stated that while he was there he saw enough Communist literature around the offices to convince him that the charges of Communism and dual unionism were not based on hearsay evidence, but was beyond any reasonable doubt based on actual facts.

Among the district unions chartered by the Seafarers International Union of North America on its formation was the Canadian Seamen's Union. They were accepted in good faith with the understanding that they would fol-

low the policies of all other American Federation of Labor unions in opposing the doctrines of Communism and all that Communism stands for.

From the first there was a complete lack of cooperation on the part of the CSU with the other affiliated District unions of the Seafarers International Union. From the very first there were indications of the Communist trend on the part of the leadership of the Canadian Seamen's Union.

Almost all of their actions were tainted with Communist policies. On numerous occasions this matter was called to the attention of the CSU officials and each time they denied their Communist connections and insisted they were wholeheartedly in favor of the democratic policies of the Seafarers International Union of North America.

In a letter dated May 16th ad-
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Antonini Leaves For Italy

WASHINGTON, D. C.—Luigi Antonini, Vice President of the International Ladies' Garment Workers Union, has left by Army plane for Italy where he will represent the American Federation of Labor in attempts to re-establish the free trade union movement of that country.

Mr. Antonini will take part in a joint mission with representatives of the British Trades Union Congress to confer with Italian labor officials, discover their needs and report back what steps the American Federation of Labor can take to assist the labor movement of Italy.

The first moves, it is expected, will be to divest the Italian unions of any and all traces of fascism imposed upon them by Mussolini's regime.

However, the American Federation of Labor is also determined to prevent any seizure by direct or indirect means of the Italian labor movement by the Communists. The Federation will be glad to assist and support the rebirth of a free, democratic trade union movement in Italy but it will not associate itself with any Communist-dominated organization.

SUP-SIU Members Show Their Valor On Salvage Job

WASHINGTON, D. C.—The AFL Union members of the SUP-SIU have again shown that they are the real seamen who sail the ships in this war. They have again revealed that the AFL seamen are the men doing the job, sailing the ships and delivering the goods to the fighting fronts despite enemy attacks. For almost under the nose of the Luftwaffe based on captured Crete, American seamen, aided by British soldiers and sailors recently salvaged \$1,500,000 worth of vital military cargo from a torpedoed and half-submerged Liberty ship, the War Shipping Administration reported this week.

To accomplish the feat, the seamen worked for 14 to 16 hours a day in the stench of the fire-sodden hulk with only a few minutes out for meals.

The incident was only one of a variety of war adventures encountered by the SS WILLIAM M. MEREDITH on her most recent voyage. After a stormy Atlantic crossing last Spring, the freighter, operated for WSA by the Weyerhaeuser Steamship Co., Newark, N. J., had passed Algiers when she became the target of German air attack.

Another attack by submarines followed and again the MEREDITH came through unscathed but not far away the SS THOMAS G. MASARYK, another Liberty ship was torpedoed and set afire. The latter was manned by a full SIU crew.

(Last week's issue of the Seafarers LOG details the charges made by crew members of the SS THOMAS G. MASARYK with respect to the United Seamen's Services while the same survivors were in the port of Cairo, Egypt. In affidavit the crew members exposed the rackets existing there.—Ed's Note.)

After running through a barrage of shells fired at each other by naval craft of rival factions

Lakes Shipping Rises

For the fourth consecutive month, the combined movements of iron ore, bituminous coal and grain, by both United States and Canadian ships on the Great Lakes reached a new high level in July, the Office of Defense Transportation has announced.

The total iron ore carried for the month was 14,458,049 tons; the total bituminous coal, 6,917,938 tons and the total grain, 51,000,000 bushels.

Many of these ships are manned by SIU members from the Great Lakes District of the Union.

of a Balkan nation, the WILLIAM M. MEREDITH reached Alexandria, Egypt. This vessel is under contract to the SUP. Discharging her cargo, she received orders to return to the THOMAS G. MASARYK, which had been sunk by Allied gunfire in 28 feet of water to extinguish the flames that threatened complete loss of ship and cargo.

Aside of the grounded ship, crewmen of the salvage vessel joined forces with volunteer survivors of the MASARYK and British sailors and soliders detailed to help.

A number of assembled P-47 planes remained on deck unharmed, as were a considerable number of P-39s in cases in parts of the hold where water and flames had not penetrated. In addition, there were salvaged a large number of trucks and other vehicles, tires, weapons and many thousands of cases of canned food.

"The operations were conducted under the most difficult circumstances," reported Capt. Leonard J. Greene, of Kittery Point, Maine, master of the WILLIAM M. MEREDITH, "since we were compelled to use our own gear exclusively, that of the THOMAS G. MASARYK having been rendered useless. Also, we were right in the open Mediterranean

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AFL-Built Ship Gets Citation

WASHINGTON—A destroyer whose battle log reads like a history of Pacific warfare has been awarded the Presidential Unit Citation for outstanding performance in combat against the Japanese. The honored ship is the USS MAURY, which was built at the Bethlehem Steel Corp.'s plant at San Francisco, Calif., by members of the Bay City Metal Trades Council (AFL).

For 18 months this gallant union-built destroyer, a real headache for the Japs, fought in nearly every major engagement, her war lessons actually beginning the night after December 7, 1941, when she participated in the fruitless search for the Jap forces that attacked Pearl Harbor.

Marine Hospitals To Get Quota Exempt Goods

WASHINGTON, Aug. 23.—The War Food Administration has amended WFO 73 (formerly Food Distribution Regulation No. 2) to authorize the purchase of designated set aside and restricted (quota exempt) foods by United States Marine Hospitals and Maritime Academies.

The amendment, effective August 17, formalizes the relief already granted by special authorization to five Maritime Academies located in Castine, Me., Bronx, N. Y., Vallejo, Calif., Boston, Mass., and Philadelphia, Pa., but includes Marine Hospitals under the certificate purchase program for the first time.

Marine hospitals operated by the United States public health service have been given this special status because they are primarily for the treatment of members of the Merchant Marine and armed services.

The Marine hospital at Carville, La., which, under an act of Congress, admits civilian patients, is specifically excluded. A list of the hospitals included in the program is included in the order.

New Hall Opened By SIU In Jacksonville

A new Hall for the Union has been opened in the port of Jacksonville by the membership's direction, Robert A. Matthews, agent for the port, reports.

In a letter telling of the opening of the hall Brother Matthews reports as follows:

Jacksonville, 2, Fla.
August 17, 1944

Editor, Seafarers Log:

"We are just about to get established here. Just when it seemed that I would have to buy a tent and pitch it somewhere, I had a streak of good luck.

"The Carpenters' Union has a modern air-conditioned building and they offered me an assembly hall, which will seat about one hundred men. I don't expect to now have that many men available here, however. At any rate, the Carpenters' Union deserves a rising vote of thanks for their cooperative attitude.

"I will have a new Liberty out of the St. Johns' Yard here September 3rd for Seas Shipping Company, so if any of you fellows care to come over about that time, your presence will be

appreciated.

"So far, I haven't been able to get any dope on any ships that are due here. Maybe it will pick up when coast-wise shipping is resumed. We hope so anyhow. Until such time as shipping does pick up, I expect this Branch will continually run in the red.

"Everyone connected with the AFL movement here in Jacksonville has told me that there has been an acute need for an SIU Representative in this port because it seems that we have a fairly large membership residing in and adjacent to Jacksonville.

"Let's hope they will pitch in and help make this Branch of the Union a success."

The address is: Carpenters' Building, 920 Main Street, Jacksonville, 2, Florida. Telephone: 5-1231.

ROBERT A. MATTHEWS,
Agent

SEAFARERS LOG

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The "No Strike In Post-War Period" Slogan

The "No Strike In Post War Period" Slogan

The Communists have gone all out for their so-called policy of "No strikes in the Post War Period" and millions of words are pouring from their controlled presses in support of this slogan. Their network in marine opened the drive with Harry Bridges as leading spokesman, which was followed by Curran and his ilk for the NMU, etc.

The Stalinist cogs which bedevil the existence and functions of Unions such as the Marine Cooks and Stewards of the Pacific and the so-called INDEPENDENT Marine Firemen & Watertenders Union of the Pacific has followed suit, if the activities of their CP agents in their East Coast halls is a criterion of Official Headquarters Policies.

We note that the "master" mariner, One Trip "Win the War" Walter Stack, is again busy at a bureaucratic desk "keeping 'em sailing" as a Stalinist sloganeer in the headquarters of the Marine Firemen, Oilers, Watertenders and Wipers Union in San Francisco, giving "leadership" to movements devised and transmitted from CP-USA headquarters, 50 East 13th street, New York. He is now lifting his "heroic" voice in furtherance of the "No Strike in Post War Period" pledge developed and brought forward as a Labor Front movement to safeguard tottering Stalinist controlled Unions in the post war period.

As a Stalinist, Stack has no choice in the matter.

The MFOW & W Halls on the East Coast have been turned into auxiliaries of the CP-NMU by actions and activities of the Stalinist officials of that group to all practical purposes. They have lost their independent status in actual working practice.

The Stalinist aims are clear: To create a solid bloc of Stalinist controlled Unions around their policy. *This would isolate the MILITANT, HONEST, NON POLITICAL UNIONS AND LEADERS* who believe in open and above board Trade Union practices based upon Labors' organized strength, which would by its efforts hold the line on wages and conditions in the post war period and strive for betterment. **THE STALINIST "NO STRIKE IN POST WAR PLEDGE" CARRIES NO GUARANTEES OR SECURITY FOR WAGES AND CONDITIONS.**

"No Strikes in the Post War Period" is a catch phrase

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WHAT'S DOING

Around the Ports

NEW YORK

This Port's business and shipping is now booming again. We just knocked off another record week and it looks as though it's going to hold this way for quite a while. There have been more jobs up on the board in the past two weeks than we've had in a long, long time. So, once again, to all outports, all men who are having trouble in shipping out, where ever you may be, come to New York at once as you can make a job practically any time you want.

I was out of the Port this past week for 3 days and attended the regular Business meeting in Baltimore Monday night. While in that Port I met with several Union officials, among them the local Baltimore officers, several matters of importance were taken up concerning the membership's welfare.

In Baltimore I noticed that due to bad shipping, there are quite a few of the old-timers hanging around and all shipping lists are very heavy.

According to reports, shipping should break in Baltimore very shortly and take a turn for the better. In the event, however, it doesn't, it is advised that all the boys down that way hustle on up here to the big town and take a job.

N. Y. BRANCH BUSINESS

In preparation for equipping our new building and getting ready for business there, I had an expert from a nationally known office supply company in this last week and he looked our entire Branch business system over and made several very constructive suggestions as to changes which should be made so as to guarantee a much higher efficiency in the handling of our office affairs.

We intend taking some of these suggestions and streamlining this Branch to a considerable extent.

We are now in the middle of drawing up and laying out all of these plans and they shall be submitted to the membership at an early date for their consideration and action. **The time has come when we must realize that our Organization is a big one and we must equip ourselves in a business-like manner to handle all of our members' affairs, should they wish!**

The days of lax organization are a thing of the past. It is not only much more economical to operate in a business-like manner, but also, **AND THIS IS IMPORTANT, it insures our members better representation in any dispute that they may have and guarantees their gains by prompt action.**

BEEFS SETTLED

Among the disputes which I mentioned last week was the one on the SS MASARYK, Seas Shipping Co. We have settled the most of these and the following men can collect the listed amounts: G. W. Crossman, \$477.16; C. Ziegler, \$478.98; W. Zytz, \$479.53; W. Hardin, \$467.60; N. Krivitsky, \$438.61; W. Brown, \$478.98; W. Foster, \$286.77; W. Halco, \$264.18; A. Pariseau,

\$343.33; H. Stephenson, \$77.42; F. Padila, \$270.42; J. M. Starr, \$14.22.

Also, on the SS R. McNEELY, of the South Atlantic SS Co., the following men have the listed amount of hours coming to them: P. C. Bailey, 198 hrs.; J. Sobjebko, 198 hrs.; C. Digenva, 198 hrs.; W. Ormonski, 136 hrs.; B. Hamlian, 136 hrs.; D. Richardson, 136 hrs.; B. Crawford, 259 hrs.; M. Todd, 259 hrs.; W. Hutras, 259 hrs.; R. Chandler, 136 hrs.; V. H. Kessler, 198 hrs.; R. Reynolds, 259 hrs.; L. L. Thackery, 304 hrs.; W. D. Durance, 304 hrs.; B. Henrickson, 304 hrs.

All told, the disputes settled here this week are in excess of \$10,000.

We have settled in addition to the larger beefs our usual run of small beefs.

PLENTY PAYOFFS

The Piccards here were very busy while I was out of town. They paid off 27 ships in 3 days. It looks as though every time they figure they can get a breather here, they catch enough ships in, and all paying off at one time, to damn near fill the harbor. But such is the life of a piccard! His troubles, like time, goes on and on.

We had another Bucko mate in here this past week. He made the same mistake several other of this type have.

He is now a much wiser man, and will no doubt think a long long time before getting tough with one of the Seafarers' patrolmen in this port again. Like the others—he learned that it just aint being done—**NO HOW.**

PAUL HALL, Agent

BALTIMORE

Shipping has actually come to a standstill at this port for the past three weeks, thus, we have a large accumulation of ABs, Oilers, Firemen, Cooks, or what have you, or better what do you need. Meaning if any of the other Ports can help to alleviate this situation we would very much welcome their assistance.

Well, the Social Service of the USS seemed to think that due to the slack shipping period they could have the men on the beach

Will Equip Victories With Small Radio

Federal Telephone & Radio Corporation, Newark, N. J., has announced the development of a high frequency packaged radio with a range of from two to twenty-four megacycles, according to the New York Journal of Commerce.

The set was specially brought out for Victory ships and as a result the vessels will be equipped with long, intermediate and short wave radio equipment, with the whole installation contained in space much smaller than once occupied by a ship's relatively meager installation of intermediate sending and receiving apparatus.

crawling to them for assistance, so they sent out a form directing the Union to officially sanction any applicants for assistance whom were members of our Union.

Needless to say they were informed in no uncertain terms the Seafarers position in regards to recognizing them officially in any manner, shape or form, and that we didn't intend to desecrate our good name through sanctioning any part of their setup so they were a whole lot sadder and wiser to wit. And as you will note the local membership further augmented our stand with this phoney outfit at our regular meeting this week.

However, many of our local Brothers did require some assistance so quite a few of them solved the problem through obtaining temporary releases, and took temporary jobs ashore until shipping picks up.

These releases can be obtained from the RMO and the stipulations are that you will be subject to call in 24 hours notice. This is far better than getting the meager assistance which the USS is so notorious for giving, and also it is a great aid towards the War effort.

Incidentally the NMU has one of these USS Social Service Workers working right in their Hall. Oh, well they always did howl for bones.

JOSEPH FLANAGAN, Agent

New Type Rescue Boat Is Produced

A new type rescue boat, sturdy enough to be dropped from a plane by parachute from high altitudes, has been developed by Higgins Industries, Inc., of New Orleans, and officials said "several hundred are being rushed to completion." They said the boats can be dropped fully equipped to ship or plane survivors or castaways. The boats carry clothing, blankets, medical supplies, blood plasma, smoke signals and rockets to discharge buoy lines. The boats are being built in the Higgins Michaud plant which had been converted to turn out C-46 Commando planes. The War Department, however, cancelled the contract for the planes last Thursday.

Attention!

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.

The SIU Building Assessment

Recently a \$10.00 BUILDING ASSESSMENT WAS PASSED BY THE MEMBERSHIP OF THE SEAFARERS INTERNATIONAL UNION ON A REFERENDUM BALLOT.

The membership voted for this almost unanimously! Don't beef at your Union Agents and Patrolmen when approached for payment of this assessment. The membership which we are all a part of voted for this because they believe:

- 1: That Union Halls owned outright by the Union's membership are a back-log to the Union's finances.
- 2: That such properties will help the Union and keep it from the action of the shipowners, who would undoubtedly attempt to influence hostile landlords during time of strike or lockout.
- 3: That such halls are the property of the members themselves and should be the finest possible to gain.
- 4: That such Union Halls owned by the Union should give the members and the membership better conditions in their own shipping halls while they are on the beach.
- 5: That they want to have clean, well ventilated Union Halls in which they can hold their meetings, check their baggage, spend their time while ashore, read, have leisure and past-times such as cards and checkers.
- 6: That the Union shall progress and carry forth a comprehensive program of education in the best manner in the best quarters obtainable.
- 7: That the Union shall be independent of any outside influences and shall truly belong to the membership.
- 8: That they may have Union halls where the membership can plan economic action for the betterment of their own wages and conditions when required.

Since the membership own the Union and control it by majority vote, and since the passing of the Building Assessment was by referendum—it is a membership edict that must be carried out!

NOTICE!

DEANNE D. BRUMMUND

Your mother, Mrs. Ruth Brummund, has moved to New York and is now living at 221 East 30th Street.

Max Katz, James Sawyer, John Rodriguez, John Miller, Nicolas L. Fiola, Wayne Adamson, Floyd Cunningham, Harry Chiselka. These men took out books on SS BIENVILLE. Please pick up receipts at 2 Stone St., Room 502.

CLAUDE H. RANDOLP:—

Write your Sister in Galveston, Tex., at once. I am divorced and wish to hear from you.—Marie.

THOMAS TISHNER

Oiler, on SS Tulas, has 59 hours disputed overtime coming. Pay vouchers have been mailed to his home address and he can collect same by signing and returning them to the South Atlantic Steamship Company in Savannah, Georgia.

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

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

SUP-SIU Members Show Their Valor On Salvage Job

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with ever-present danger of attack by plane or submarine.

"The flooding of the THOMAS G. MASARYK's cargo holds, which created an ungodly stench when the water mixed with such items as hundreds of cases of dried egg powder, fuel oil and other unsavory mixtures, did not simplify matters. The heat was terrific, and the men worked under the worst conditions generally.

"Nevertheless, all hands did a wonderful job. At no time did any of the merchant crew take more than 20 minutes out for meals, working generally 14 to 16 hours a day. They realized that time was vital, both to take advantage of good weather and to get away before our presence became too obvious to the Luftwaffe, based in large numbers in Crete, only 130 miles away."

Captain Greene paid warm tribute to the aid of the British in the salvage operation, declaring:

"It was a splendid example of inter-Allied cooperation, as they worked alongside the American merchant crewmen in heat and slime and muck, the job interspersed by just enough good humor, mild ribbing and wise-cracking, to keep morale very high."

After all possible salvage had been made the WILLIAM M. MEREDITH proceeded to an African port to unload but that was not the last Captain Greene was to see of the THOMAS G. MASARYK. A short time later the derelict was refloated and towed to Port Said but the Suez Canal authorities hesitated to permit its entrance, due to her mechanical condition.

It was finally agreed that it could go in if Captain Greene would assume personal responsibility and provide 20 crewmen from the WILLIAM M. MEREDITH. More than 20 promptly volunteered and the transit by tow was successfully made. The vessel then beached for repairs.

Union Clamps Down On Rules For Stewards' Shipping List

Pursuant to the final resolve in a resolution passed by all ports, all Stewards and the so-called "Key-Ratings" in any department must register at the Union Halls for employment and ship from the rotary hiring lists.

Any failure to abide is shown in the resolution's penalties, as follows:

The resolution signed by seventy-nine members, and was passed, reads as follows:

BE IT THEREFORE RESOLVED, that any man registering at a company office or bearing a letter of recommendation to a specific job be fined Fifty dollars (\$50.00) and be suspended from the shipping list for a period of sixty (60) days for the first offense, and for the second offense be fined one hundred (\$100.00) and never be allowed to ship in a rating as key man again, and

Joe Glick 7516, W. J. Kirby 852, L. Paradeau A 9, L. F. Hoth 22018, A. Nozva 21522, J. R. Velasquez 20424, S. S. Celon 22896, Henry Buckmann 22899, J. Cruz Jr. 3538, Jose G. Lopez 4874, M. Lanchron 4197, M. A. Duchan 22566, Thomas W. King 24238, J. E. Brown 6794, H. Nelson 7016, E. Schweiger 864, S. Heinfing Pas 30, P. Silverson 38731, E. Flowers 23876, L. Williams 21550, L. S. Johnston G53, F. F. Seufert 24020, G. Blanchette 31257, Martin 25278, A. H. Lopez 38898, R. Corcla 27374, P. H. Parsons 27751, Louis Pinnilla 29166, E. G. Hurst 22716, C. F. Locknish 30414, A. Lorrie 25334, S. S. Ary 24572, W. Darough 21981, N. C. Cashewf 21732, E. Kelch 6523, R. E. Porter Jr. 10786, A. Collett 24602, S. Frey 28438, F. D. Foster 26801, C. R. Watson 23186, W. E. Culliman 24952, H. L. Babbitt 10243, W. Gentry 7689, A. Michelet 21184, A. V. Alliusi 28495, S. Turner 7199, E. Anoyo 6933, W. G. Rue-rap 27402, C. H. Starling 6220, Ray White G57, J. Algina 1320, C. E. Cummings 23347, L. N. Johnson 108, E. R. Smith 20057, W. Hamilton 3400, C. B. Masterson 20297, J. H. Houners 256, J. P. Shuler, G101, C. G. Haymond G98, W. Paul Gonsorchik 749, H.

W. Greenlee 21066, S. M. Arruda 22512, Thos. E. Maynes 22367, J. M. Schell G298, D. S. Beachley 24369, John H. Morris G309, W. C. Francis 20832, P. T. Lykke 21466, P. F. Werstlein Pac 186, B. F. Sellers G202, E. Taylor 30264, H. C. Michels 7602, L. Gonzalex 3247, P. O. Peralta 21397, R. Anderson Pac 39, J. W. Prescott G114, C. J. Sobczyk 27763, H. Peters 4478, V. Vomias 27712, F. De Haney 24385, D. Horn G166, W. H. Moore 5966, H. Ward 26009.

Port Chicago Disaster Dead Held Official

WASHINGTON, D. C. — The Maritime War Emergency Board announced this week that certifies-of presumptive death have been issued for the sixty-seven men who were killed in the Port Chicago, Calif., munitions explosion of July 17.

These men were of the crews of the steamer E. A. Bryan and steamer Quinault Victory, both cargo vessels operated by the War Shipping Administration. The Quinault Victory was loading for her maiden voyage.

The deck crew and officers of the E. A. Bryan were members of the Sailors Union of the Pacific and the Masters Mates and Pilots, respectively.

There are only twenty-six survivors out of approximately 100 men comprising the two vessels' crews. The disaster is considered one of the worst maritime disasters in modern history, the board said.

The "No Strike In Post-War Period" Slogan

AN EDITORIAL

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without meaning when examined in the light of reason and past experience.

To accept such a slogan at its face value, without question or deep consideration will prove disastrous to the Good and Welfare of the American seamen—all Unions and non-Union seamen alike.

TRADE UNIONISTS KNOW — GIVEN DECENT WAGES AND LIVING STANDARDS UNDER CONTRACT, i.e.—the upholding and betterment of existing contracts established at great cost and suffering—THERE COULD BE NO NECESSITY FOR STRIKE ACTION! (For the re-education of the Stalinists who have forgotten their "Marxism" and Trade Unionism we repeat—Strike action is the LAST RECOURSE OF THE WORKERS AFTER ALL OTHER MEANS HAVE BEEN EXHAUSTED.) This is a fundamental axiom of Labor. No worker, seamen or otherwise, loves

strikes for strikes' sake or undertakes such actions.

STUDY THE ABOVE PARAGRAPH WELL AND THINK, BROTHERS! as you have never thought before.

Do the Stalinists envision the DRIVING DOWNWARD OF AMERICAN STANDARDS IN THE IMMEDIATE POST WAR PERIOD?

ARE THEY PREPARING TO GO ALONG WITH THE EMPLOYERS IN DRIVING THE AMERICAN WORKERS DOWNWARD TO THE CONDITION OF SERFS?

Are they cleverly preparing their WAY NOW IN A TIME OF WAR TIME EARNINGS (such as they are) TO ACHIEVE THE CONSENT AND CAPITULATION OF THE AMERICAN SEAMEN TO THEIR ADVANCE POST-WAR SCHEMES?

Their slogan has all the earmarks of fraud—premediated and connived at—against the Wage

and living standards of the American seamen and the American people. The Stalinist Unions, (especially the NMU) are tottering—the memberships unstable—the financial structures frozen—their future hazy and uncertain—their survival in doubt.

IT IS IN THE LIGHT OF THIS BACKGROUND WE MUST JUDGE THEIR NEWLY COINED SLOGAN—"NO STRIKES IN THE POST WAR PERIOD."

WHOM ARE THEY TALKING TO?

Their close "cooperation" and Labor Front policies with the employers during the War convinces observers that the slogan is coined for the benefit of the EMPLOYERS—that they are talking TO the employing interests. In simple terms: THEY ARE OFFERING THEIR SERVICES TO THE EMPLOYERS UNDER THE EMPLOYERS' TERMS IN RETURN FOR CONTINUED POST-WAR SUPPORT AND

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Canadian Seamen's Union Charter Revoked By SIU's Convention Order

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dressed to the executive committee of the SIU of NA, the CSU refused to comply with the conditions set down by the New Orleans convention. Instead they went into lengthy details as to their desire to support the SIU and the AFL labor movement and cited the fact that they affiliated with the Trades and Labor Congress of Canada prior to the chartering of the Seafarers International Union of North America, by the AFL.

Two of the top officials of the CSU, Mr. Pat Sullivan, president and Mr. Dewar Ferguson, secretary-treasurer attended the convention at New Orleans last March and again denied all communist affiliations and especially NMU sympathy. However, when requested to make a statement declaring they were hostile to the NMU and that it was a dual organization and that they would willingly make a statement denouncing the Communist Party

and repudiate it, they refused until, as they said, "we have consulted our other officers."

The convention voted to allow them 30 days in which to prepare their statement. If at the end of that time they had failed to issue such a statement and sever any and all relationship with the Communist Party, the executive committee would revoke their charter.

On May the 16th the CSU leaders sold out their seamen and fishermen to the Communist Party. In a letter to the executive committee of the SIU of NA they refused to condemn the Communist movement and the NMU as a dual organization, hostile to the SIU and the true united labor movement of the American Federation of Labor.

**Keep In Touch With
Your Draft Board**

When All Has Been Said

(Dedicated to the seamen of the Sailors Union of the Pacific and Seafarers International Union for their honesty of purpose and the tremendous job they have done in the war effort.)

When the last Historian has laid down his pen
And told how our victories were won,
When the final salute has been fired
From the very last mortar and gun!
One scroll of heroes shall outshine the rest
The stars on the Shield of our Worth
The SEAMEN! God keep them! who sail death
strewn seas
The BRAVE! and the salt of the earth!

When the last hero soldier is returned to his home
To the arms of his loved ones once more
When the fury and shouting and frenzy has died
And Man no longer wallows in gore!
When the war's latest uniform has long gathered dust
And the gold braid is tarnished and dim
Our dungareed seamen will still walk the decks
And factories and trade lean on HIM!

So here's to Real Heroes in War and in Peace
Who call Neptune's Realm their own
For ships must sail, be it foul or fair
And the call of the winds full blown!
The salt sea air is part of their blood
And the seas face vast and lone
Aye! 'tis on the toil of MEN like these
That landmen may prosper—AT HOME!

Top 'n Lift.

Honor Roll

SS Charles Conrad	\$22.00
SS William Strugiss	19.00
SS Matt Ransom	17.50
SS John Gallup	15.00
Granville H. Meirer	10.00
SS Burleson	9.00
SS Cecil Bean	8.80
SS F. Walker	6.00
SS Joseph Hewes	5.78
Robert Blanchard	5.00
F. A. Benson	5.00
D. B. Greenwood	5.00
SS Miguil Hedalgo	4.00
Geo. W. Owens	2.00
H. G. Alder	2.00
R. J. Congdon	2.00
C. Rodriguez	2.00
E. Gardner	2.00
Henry Anderson	2.00
H. C. Cobb	2.00
J. M. Lopez	1.00
Edward George	1.00
James Beale	1.00

Total\$148.38

NOTICES

E. F. FRY!!

You have \$8.00 in Headquarters office awaiting you which was collected by mistake. This occurred in Norfolk. See Theo Thomson.

The "No Strike In Post-War Period" Slogan

(Continued from Page 3)

RECOGNITION OF THE STALINIST "LEADERSHIP" OF THE NMU.

Let us pass and ignore their slogan of "FULL POST WAR EMPLOYMENT."

GIVEN DECENT CONTRACTS AND FULL EMPLOYMENT WHERE IS THE SENSE RATIONALLY OR LOGIC IN RAISING THE CRY OF "NO STRIKES IN THE POST WAR PERIOD?"

Yes, Brothers—THERE IS AN ETHIOPIAN in the wood pile; and here is the clue. (New York World-Telegram, Aug. 18th, 1944) quotes from article by Charles T. Lucey, W-T Staff writer, entitled "Wars Pace Points to Need for early Shipping Parley" subhead "Conflict on Post War Policy still acute among U.S. leaders."

"The conflict raises the question of whether the U.S.; rich in cargo ships, will seek aggressively to build up a large merchant fleet, or restrict its operations in favor of Allied nations to which, it is argued by some, shipping is much more important. THERE ARE DIFFERENCES ON THIS BETWEEN SOME OFFICIALS OF THE MARITIME COMMISSION AND THE STATE DEPARTMENT. (caps this writer's.)

"HE (Admiral Land) cited the need to maintain a sizeable merchant fleet AS AN AUXILIARY OF THE NAVY. HE WOULD LAY UP PERHAPS 1000 SHIPS, KEEPING THEM IN GOOD CONDITION, AT A COST OF \$4,000,000 per year KEEPING THEM AS INSURANCE. Government officials who DISAGREE SAY OUR TONNAGE MIGHT REMAIN THE SAME AS IT WAS BEFORE THE WAR. THEY ARGUE THAT IF NORWAY, BRITAIN AND OTHER MARITIME NATIONS ARE TO BUY FROM US, THEY MUST HAVE DOLLAR BALANCES, AND THAT SHIPPING IS ONE OF THEIR MOST IMPORTANT MEANS

OF GETTING THEM." (caps and italics this writer's.)

Here we have the crux of the matter, a dispute which AT BEST means a certain drastic reduction in AMERICAN SHIPPING. On top of the lay-up, in line with Admiral Land's contention, we must also look forward to the transfer to foreign nations of U.S. ships to replenish depleted world shipping due to enemy action. This means further reduction in American bottoms if logic means anything.

It is in the light of reduced American shipping perspectives that the Stalinists raise the slogans of "Full employment in the Post War period." KNOWLEDGE OF THE ABOVE FACTS DOES NOT DOVETAIL with their slogans.

Under cover of their demagogic slogan to delude the seamen, they are attempting to make DEALS WITH THE SHIPOWNERS DESIGNED TO INSURE THEIR SURVIVAL AS "UNIONS." Their deeds RUN CONTRARY TO THE CATCH-PHRASES. Their slogan "No Strikes in the Post War period" is a real one designed for the ears of the shipowners. "Full employment in the Post War period" is an effort to delude the seamen. THEY STAND READY AND WILLING TO DO THE SHIPOWNERS BIDDING AS THE PRICE OF RECOGNITION AND SURVIVAL. THE GOOD AND WELFARE OF THE AMERICAN SEAMEN IS NOW IN MORTAL PERIL.

The rank and file of all Maritime Unions, OF ALL CIO UNIONS IN THE UNITED STATES, must awaken to the danger and the meaning of the Stalinist "No Strikes in Peace Time" slogan. The seamen must repudiate present and post war overtures against wages and living standards launched under cover of war by the CLIQUE WHOSE FUTURE AND CONTROL IS AT STAKE.

The Communists must be repudiated in all Unions by the workers—especially all maritime

Unions. Their cliques and machines in the Maritime Unions must be blasted from office or defeated. Their endeavors to mislead THE RANK AND FILE—TO SPLIT THE VARIOUS UNIONS ASUNDER — TO CREATE BLOC AGAINST BLOC—can only work in the interests of the employers in the post war period opening the way to a general lowering of wages and conditions. This MUST BE EXPOSED AND CRUSHED.

The rank and file must awaken and CHALLENGE THE LOGIC OF THE "NO STRIKES IN PEACE TIME" PLEDGE WHICH CAN ONLY HOLD GOOD IF TRANSMITTED TO WRITING VIA CONTRACTS BY THE SHIPOWNERS. UNLESS THE POST WAR WAGES AND CONDITIONS GUARANTEE SEAMEN DECENT STANDARDS AND THIS IS TRANSMITTED TO WRITING BY THE EMPLOYERS COVERING THE POST WAR YEARS DIRECTLY AHEAD, THE STALINIST SLOGANS ARE A DANGER SIGNAL.

These are questions to ask Comrade Walter Stack and the rest of his ilk in the various Maritime Unions.

Can they produce post war written contracts undersigned by John Shipowner?

Will they go down the line with Union men to uphold decent wages and living conditions on American ships in the post war period?

Or will they FINK on the working class and sell them out as the price of shipowner-Stalinist Labor Front "cooperation" with the officialdom of these CIO-controlled Unions?

Which road will they take?

If these political parasites on the back of Labor aver that they will go down the line to uphold decent standards then WHAT NEED OF THE "NO STRIKE IN THE POST WAR PERIOD" PLEDGE?

LET US BE WARNED. FORWARDED IS FOREARMED.