

# SEAFARERS LOG



Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

Vol. VII.

NEW YORK, N. Y., FRIDAY, JULY 27, 1945

No. 30



## WEISBERGER TO I.L.O. LONDON CONFERENCE; SPEAKS FOR ALL AMERICAN MERCHANT SEAMEN

Morris Weisberg, SIU Vice-President, flew to London last week to represent American seamen at the annual meeting of the International Labor Organization, and the Joint Maritime Commission. Many issues of vital importance to seamen of all lands are to be considered by the conference, and next week a final report on its work will be printed. Following is a digest of the agenda to be considered, and a statement of SIU-SUP policy:

### CONTINUOUS EMPLOYMENT AND ENTRY, TRAINING AND PROMOTION

An International Conference dedicated to the purpose of improving the seamen's lot is always assured of the support of the SUP and the SIU. The officers and members of our organization have repeatedly voiced their determination to assist the seafarer of whatever nationality, race, color and creed in his struggle for emancipation and to give him all the help he so justly deserves.

This policy has in recent years found inspiring expression in our affiliation with the International Transportworkers' Federation and our active participation in the work of the Joint Maritime Commission of the International Labor Organization (I.L.O.) The views of the American Seamen on such vital matters as improved wages and working conditions, government control, lack of social insurance, etc., have been presented on several occasions, notably at the meeting of the I.L.O. Joint Maritime Commission in London early this year. A report was presented to the Union membership and the American public in general after our return in January from that meeting in London.

position in the light of the end of the war in Europe and to restate it in clear and unmistakable terms to our brother unionists abroad, as well as to the ship-owners and government representatives in the I.L.O.

There is little to add to the opinion expressed in our previous report except to say that we, the seafarers of North America, consider some arguments and proposals presented at the conference of the I.L.O. Joint Maritime Commission as entirely out of line with the convictions and deeply-cherished beliefs of the American seamen. An effort to bring about continuous employment at the cost of the freedom of seafaring men seems to us contrary to the interests of the seafarers everywhere and a gross interference with his and his fellow workers' right to obtain the best possible conditions for their labor.

It was decided at that conference to convene a meeting of an I.L.O. sub-committee early in July, 1945, in London, at which the important issues of continuous employment and entry, training and promotion were going to be discussed in preparation of another full-fledged conference late in October. It is therefore necessary to analyze anew our

While it must be realized that the conditions of foreign seamen differ considerably from the conditions we enjoy, we continue to maintain that the main and principal task of the seafaring men

(Continued on Page 4)

## Rank And File Delegate Gets The Old Heave-Ho By NMU Convention

If anyone still doubted that the communist leadership of the NMU had effectively stifled all rank and file democracy in that "union," the recently concluded NMU convention should have answered all questions on that score. Never was a convention more autocratically run, never was less freedom of speech and action given to duly elected representatives of the membership.

Robert Coleman, NMU book 622, engine, one of the founding rank and filers, found this out when acting on the instructions of his shipmates he voted against some of the resolutions and constitutional changes that the NMU piecards were trying to railroad through.

Vilified from the chair and the floor by Curran and his stooges, without being given a chance to reply, Coleman was forced to throw his book in when he realized that his championing of democracy had made him a marked man in the NMU.

Because his shipmates trusted him and his ability to handle union affairs, Robert Coleman was elected as the convention delegate from the NMU ship, SS Colby Victory of the U. S. Lines. They knew him as an original member of the union, holding one of the lowest book numbers of



ROBERT C. COLEMAN

them all. They knew him as a sincere, honest seaman who would follow to the letter any instructions the crew might give him as to how to vote on pending legislation.

Because the rank and filers are at sea practically all the time, they have lost intimate contact with the NMU, but of late rumors had been percolating down about some of the resolutions and proposed constitutional changes. These were designed, the story went, to insure the continued communist control of the NMU, in the face of mounting rank and file unrest arising from their policy of collaborating with the ship-owners.

(Continued on Page 5)

### New Log Feature "Weekly Review"

The Seafarers Log is now receiving extensive distribution aboard SIU contracted ships and in foreign ports. It serves, in many instances, as the only link the men have with home for months on end.

To supply our members abroad with news from home, the Log will devote a full page each issue to a weekly round up of war and sports news.

This issue, and all that follow will be mailed in quantity to all SIU ships. Members should pass the LOG ashore in all foreign ports after reading it.

The Editors hope the "Review" page will fill a need aboard SIU ship abroad. Turn now to page eleven and read this new feature.

### LABOR MINISTERS AT ILO SESSION



Attending the 95th meeting of Intl. Labor Organization governing body in Quebec are, l. to r.: Chairman Carter Goodrich; Canadian Minister of Labor Humphrey Mitchell and ex-Sec. of Labor Frances Perkins. ILO representatives unanimously agreed to work with the United Nations Organization and invited the USSR to send observers to their Paris conference.

# SEAFARERS LOG

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

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York 4, N. Y.

HAnover 2-2784

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Entered as second class matter June 15, 1945, at the Post Office in New York, N. Y., under the Act of August 24, 1912.

## FORE 'n AFT

By BUNKER

"Peace, Brother"



# Rank And File Delegate Gets Old Heave-Ho

(Continued from Page 1)

When a call came into the New York hall the other day for a coal burning fireman, Brother Johnny Bryan was the only taker. The ship turned out to be an old rust bucket with the queerest contraption for an engine that Johnny has seen in many years of going to sea. He says it is a combination diesel-turbine-quad. Sounds like something by Rube Goldberg.

~ ~ ~

This incident shows how hard it is these days to find coal burning firemen. It's no job a man would pick when he can go on an oil burner and feed the fires by turning a valve.

Several coal burners that used to be crewed by the SIU were lost in the early part of the war. Anyone who has struggled with a banjo trying to keep up a full head of steam in a North Atlantic gale, with coal that sticks to the grates and a heavy slice bar that lifts like a ton of lead, won't mark their passing with many tears or weeping. Nor will the coal passers, who had to wrestle a wheel barrow from the bunkers to the chutes in a rough sea.

~ ~ ~

One of the mysteries of the sea during this war was the disappearance of the little William Salmon, 1500 ton laker that used to be on the sulphur run out of Texas. When about a day's run out of port she was lost and never heard from again. The WSA just announced, however, that this little ship was sunk in the Caribbean May 18, 1942.

The Frances Salmon, belonging to the same outfit, was sunk on January 20, 1942 in the North Atlantic.

~ ~ ~

Speaking of lakers, do any of you fellows remember the old Suwied? She had her deck house smashed to pieces one trip when the bosun's gang got careless and dropped one of the after booms. This laker was torpedoed in the Caribbean in June of 1942.

~ ~ ~

Still another laker that went to the bottom was the Plow City.

The crew recognizing that the rumors might be founded on fact, instructed Coleman to oppose any move that would enable shoreside communists to move into their union as a solid bloc. As was expected, the move was made. The CP leadership recommended to do away with the period of probation so that men who had just joined—and, more important, those who would be given books in the future by the leadership—would be allowed to vote for officers and make policy from the day they signed cards.

Acting on his instructions, Coleman arose to present the attitude of the men he spoke for. "The crew I represent," he told Curran and the other officials, "has instructed me to vote against anything of this sort; anything which will allow people who are not even seamen to step in and take over our union. If this is adopted, the control of the union will pass forever from the hands of the rank and file seamen into the hands of these shoreside people who are here all the time." Coleman was declared out of

order and silenced by the Curran machine. He also opposed, because of his instructions, the CP proposed policy of paying dues six months in advance.

They say that when the torpedo hit her in the North Atlantic on May 21, 1942, the tin fish went right through one of her rusty sides and out the other.

Every time you go up for raise of grade or replacement of papers now, the Coast Guard puts you through a screening process which involves your life history from the time you wore three cornered pants. Most of the time, the boys say, they already know more about you than you can tell them. One SIU brother found this interrogation so personal and became so engrossed in it that he forgot where he was and, upon leaving, said to the lieutenant commander in charge, "Thank you Mr. Anthony."

"I oppose this," he said, "because it is nothing more than a checkoff system in a streamlined form. If carried, it means a loss of representation by the rank and file. I feel that the system is certainly not democratic."

The same thing happened again: he was declared out of order without a chance to fully explain his position to the rest of the delegates.

During the dinner hour Joe Curran and James Drury came to Coleman and "explained" to him that his ideas were not "democratic." Coleman answered that that was a matter of opinion and the least that Curran could do was to give him the opportunity of taking the floor to express his

and his shipmates' views.

When Curran saw that he could not swing Coleman into his camp, he decided to give him a good going over. As soon as the convention reconvened, Curran took the microphone and announced that there was a disrupter present who had an idea that the convention wasn't democratically run. Then the CP machine went to work and launched a vicious attack on Coleman who had no chance to defend himself or explain his viewpoints.

Curran then wound up by inviting Coleman to throw his book in, if he didn't like the way things were being run. Realizing that he was now a marked man and that he could not get a democratic chance to defend himself, Coleman took the offer and left the convention.

Robert Coleman came to the Seafarers hall, to see if the SIU

would help him to get the story of what had happened to their plans and suggestions to his former shipmates. Because they are scattered all over the waterfronts of many ports, he asked our help in carrying to them this story of misleadership, which is ruining what was once a militant union.

Coleman is not slamming his former union, but condemns the communist leadership. Like all good union men he likes his union—but he now realizes that under the commie leadership there is none of the rank and file control that all democratically run unions must have. He wants the word passed to the membership, so that they might do something before it is altogether too late.

This the SIU will do, not only to the former crew of the Colby Victory, but to all NMU men wherever they may be.

### COLEMAN'S CONVENTION CREDENTIAL

*Credential*  
TO THE  
**FIFTH**  
CONSTITUTIONAL  
CONVENTION

**NATIONAL MARITIME UNION  
OF AMERICA · CIO**


July 2, 1945

We Herby Certify, that Robert C. Coleman Book No. 622 was duly elected a delegate to represent (Port or Vessel) SS COLBY VICTORY at the Fifth Constitutional Convention of the National Maritime Union of America, which is being held at NMU Headquarters, 346 West 17th Street, New York City, commencing with July 2nd, 1945 at 10 A.M.

National Office  
NATIONAL MARITIME UNION

*Ferdinand C. Smith*  
FERDINAND C. SMITH, Secretary

Given under our hand and seal this  
2 day of July 1945  
ORIGINAL





By PAUL HALL  
**THE ISTHMIAN DRIVE**

The Isthmian organizing drive of the Seafarers has now been in effect for approximately three months. Many of our members are doing good work in this drive and with their continued help, and the support of the membership, this drive will culminate in a victory for the Seafarers. Inasmuch as some of our members are not familiar with this drive, let us review it for their benefit.

Isthmian is the largest unorganized steamship company in this country, operating some 90 freight vessels, ranging all the way from C-4 ships down to rust-buckets. The NMU attempted to organize this company once before with their efforts reaching a peak in 1943 when, after considerable hard work within this company, the NMU found that they did not possess enough strength to petition for an election. The NMU blamed the lack of their strength in this company to the rapid turnover of Isthmian crews. This, however, was not true.

The failure of the NMU to make any sizeable gains with the Isthmian seamen was simply the fact that the Isthmian men did not go for the phony policies and programs advanced by the NMU.

The SIU did not participate in that drive due to the fact that we had other problems which took most of our effort. Now, however, we have nothing to hinder us in this effort. The Seafarers, for the first time, is meeting its opposition in a head-on struggle, a struggle in which the largest steamship company in this country is the stake. Today we find many Isthmian men expressing a preference for our union.

On the other hand, we find many NMU men as well as paid organizers in this country's ships working against us as hard as possible. While we know that the thinking seamen in Isthmian will never go for the propaganda put out by the NMU, it is well that we realize that these people and their opposition are to be taken seriously. We cannot blind ourselves to the fact that even while NMU organizers are unable to do much with these crews, they nevertheless spread rumors and lies in an attempt to vilify the name of the SIU. It is interesting to note as well that this NMU outfit, as large as it is, is so bankrupt in principle that they resort to mud slinging for the lack of a good and honest trade union policy. For instance, when Isthmian men are told of the better SIU contracts in this field, the NMU'ers try to pass it off because they would have the Isthmian men believe that the reason we have superior contracts (and they do admit it) is that we are "shipowners' stooges."

**EVERY MAN'S FIGHT**

Even unorganized seamen such as Isthmian men recognize this for what it is—a lie—for every one knows that shipowners do not give seamen conditions and good union contracts to make stooges of them, but only because they are forced to do so. It is well that these people are basing their campaign on false propoganda of this sort for it is more revealing than anything else as to their own lack of conditions and unionism.

In spite of these favorable points, however, this campaign must be taken seriously by all SIU members. We must take this task for the tremendous job that it is. Our opposition has already done so and has named the CIO's No. 1 Hatchet Man, Harry Bridges, to lead their campaign into Isthmian as well as to attempt to sabotage the SIU. We must be on our guard in this drive and we must continually fight for the education of Isthmian seamen in the Seafarer's way of doing business. We have to carry this fight into every Isthmian ship and to every Isthmian man that we can possible reach. It is our common duty to engage in this fight. Our strength in the company at this date is comparatively small considering the amount of work which remains to be done. The only manner in which we can accomplish the rest of this task is to make it every man's fight. This company is the battle grounds on an organizational basis between honest trade labor unionism and Communist Party "unionism." It is our job to show these unorganized men the benefits of the first and the detriments of the latter. One of the things, too, that we have found very good for the education of these men is to show them SIU contracts. Many of our members, because of sailing under these contracts continually, often fail to appreciate them. Nevertheless, they are without an equal in the entire industry and well do the unorganized seamen appreciate it when they are shown the facts.

Each time you ship, take along a few extra copies of various contracts and when you see men off Isthmian ships, give them a copy and discuss the agreements with them.

Tell them how they, too, can sail under these conditions. Our success in this entire drive depends upon each man playing a part—so, let's ORGANIZE ISTHMIAN—and let every SIU man be an organizer.

## SIU Man In Battle Of Bataan

When brother Richard Lewis left New York in January, 1941, on the City of Alma, a Waterman ship bound for Santos, he never thought that the voyage would eventually take him to Shanghai, Manila, and the infamous death march of Bataan.

But the sequence of unforeseen events did that to this SIU seaman and, recently arrived back in the States, he told a thrilling story of his experiences in the intervening four years.

From Santos Brother Lewis continued on to Trinidad, then through the canal to Honolulu and from there to China, where he paid off sick in Shanghai. After hospitalization, Lewis caught the Rupa, another Waterman ship, back to Manila, arriving there just before the Japs bombed the city.

When it became impossible to leave Manila, Lewis offered his services to the army, along with a number of other merchant seamen and was put to work moving supplies from Manila to Corrigidor. He was on the rock during some of the heaviest Jap bombing raids, then went to Bataan, where he was serving when surrender came on April 9th, 1942.

Lewis and several other merchant seamen, whose names he doesn't remember, were put in a stockade with Philippine civilians and troops for about a week, after which they were started on the infamous Death March of Bataan.

His memories of this experience include the sight of hundreds of Philippine women being raped by Jap soldiers running amok, of soldiers and civilians shot as they tried to get water, of men abandoned by the road to die or be bayoneted by the Jap guards as the procession trudged along. The only food during the seven days of the march was what furtive Philipinos managed to pass to them along the route.

Jap guards, he said, taunted them and boasted of inevitable American defeat.

Their first food after the Death March was a filthy meal of maggoty rice, their quarters were bamboo beds which housed ten



RICHARD LEWIS

men in a space hardly large enough for four. Every morning, says Lewis, one of the bed's occupants would be dead from weakness and starvation.

Weakness did not, however, save them from heavy work. Most of the time they spent digging graves for their comrades, many of whom the Japs buried before life was completely extinct.

Brother Lewis himself was pronounced dead from malaria and was lined up for burial, but managed to crawl away before the burial squad did its gruesome work.

After several months at Camp O'Dennell, the group was taken to Cabanatuan prison, about 80 miles from Manila. Despite constant sickness, Lewis and others were forced to drag plows and work in the fields, all the time ill-fed and frequently beaten for "discipline."

At Fort McKinley, their next place of internment, the prisoners survived on two meals a day, each meal being a cup of watered rice. Occasional meat was obtained by catching luckless dogs and cats.

Last stop for Lewis and his companions was famous Bilibid prison, where, in conditions of the utmost filth, the group was rescued on February 4th, 1945, by troops of the 37th Division. At the moment of liberation the Japs started to shell the prison but, according to Lewis, the prisoners didn't mind this a bit after what they had been through and shook their fists derisively at the Jap guns.

After a thorough physical check-up and a rest, with plenty of food, the survivors were flown to Leyte and then sent by luxury liner to Frisco.

Now back in Cleveland and working on the Lakes, Lewis was emphatic about one thing. He said, "You can be sure I'm no hero. The heroes are dead. They are still on Bataan."



Relations between the Communists and Swedish labor are exceedingly strained because of the Finnish Communist's plea that striking Swedish metal workers go back to work. The Finns want Swedish factories to deliver ball bearings and machinery to Finland so that the Finns in turn may meet reparations obligations to Russia.

The daughter of the Finnish Communist leader, Otto Kuusinen, came to Sweden especially to plead with the Swedish Metal Workers Union, and the Swedish Communists backed her request, but this pressure had no result.

What was in pre-Nazi days the nerve center of the largest German consumers' cooperative association—the wholesale purchasing agency of German consumers' cooperatives—has been restored in Hamburg. The old directors of this 50-year-old German cooperative, which was closely linked with the German free trade union movement, have been reinstated.

On July 4, all the workers of the north Italian industrial center of Turin went on strike and paraded in the streets carrying posters with slogans such as "We want bread;" "We want facts not words;" and "There can be no reconstruction without purge of all fascists." After parading in the city, the demonstrators went to the Chamber of Labor.

The same day, a thousand workers in Genoa marched to the

headquarters of the Chamber of Labor and to the City Hall to protest the present plight of the workers affected by the closing down of factories. Similar demonstrations are reported from most important north Italian towns.

In Milan, American tanks were used to break up these demonstrations and the N. Y. Times correspondent in reporting the fact also notes that at least one high officer of the Allied Military Government privately expressed strong disapproval of this use of tanks against striking workers.

Only 20% of Milan Province's 450,000 industrial workers are now employed full time, largely because of lack of fuel. While the employed workers asked for raises to meet the increase cost of living, the unemployed and part-time workers asked for the implementation of a previous agreement between the major employers' and employees' groups which provided for the emergency pay of three-quarters of normal wages during the lay-off period.

Despite the fact that the Shipowners Association has informed striking Rotterdam dock workers that increased wages amounting to 25% above the rates of last May would be paid, the strike of Rotterdam dock workers still continues. The striking dockers state that what they really demand are not so much higher nominal wages as better living conditions and increased rations. (LABOR PRESS ASSOCIATES)

### WSA Fears Texas Shipping Drop

WASHINGTON, July 4—Curtailed of shipping through ports in the Galveston-Houston, Tex., area will be necessary, a War Shipping Administration spokesman said today, unless railroads serving the docks operate on a seven-day schedule.

Declaring that the Office of Defense Transportation has been asked to amend railroad regulations so as to effect a full-work week, the WSA official said that longshoremen now find themselves idle on Saturday afternoons because cargo is not being moved onto and away from the waterfront on week-ends.

The WSA feels there is no use having ships tied up in ports because they cannot be loaded and plans to reduce the number going into Texas ports, he said, adding that the matter could be settled only by the ODT.

Defense Transportation officials said the matter was being studied.

# Ship Casualties In The Atlantic

During the sub war in the Atlantic 1,554 U. S. merchant ships were lost. Hundreds were SIU ships, and thousands of SIU men gave their lives. Thousands more now face equally dangerous waters in the Pacific. Last week the *Log* published the ships lost between July 5, 1942 and Sept 20, 1943. This week we printed the rest of the ships lost, up to and including May 5, 1945.

Date	Name of Vessel	Area
Sept. 21	CORNELIA P. SPENCER	Red Sea and Indian Ocean
Sept. 21	WILLIAM W. GERHARD	Mediterranean-Black Sea
Sept. 22	RICHARD OLNEY	Mediterranean-Black Sea
Sept. 23	STEEL VOYAGER	Northwest Atlantic
Sept. 24	ELIAS HOWE	Red Sea and Indian Ocean
Oct. 1	METAPAN	Mediterranean-Black Sea
Oct. 9	YORKMAR	Northeast Atlantic
Oct. 11	JOHN H. COUCH	Pacific
Oct. 15	JAMES RUSSELL LOWELL	Mediterranean-Black Sea
Oct. 19	DELISLE	Northwest Atlantic
Oct. 21	TIVIVES	Mediterranean-Black Sea
Nov. 6	SANTA ELENA	Mediterranean-Black Sea
Nov. 11	CAPE SAN JUAN	Pacific
Nov. 23	ELIZABETH KELLOGG	Caribbean
Nov. 24	MELVILLE E. STONE	Caribbean
Dec. 2	JOHN BASCOM	Mediterranean-Black Sea
Dec. 2	JOHN HARVEY	Mediterranean-Black Sea
Dec. 2	JOHN L. MOTLEY	Mediterranean-Black Sea
Dec. 2	JOSEPH WHEELER	Mediterranean-Black Sea
Dec. 2	SAMUEL J. TILDEN	Mediterranean-Black Sea
Dec. 3	TOUCHET	Gulf of Mexico
Dec. 16	McDOWELL	Caribbean
Dec. 26	JOSE NAVARRO	Caribbean
<b>1944</b>		
Jan.	SUMNER I. KIMBALL	Northwest Atlantic
Jan. 2	ALBERT GALLATIN	Red Sea and Indian Ocean
Jan. 6	WILLIAM S. ROSECRANS	Mediterranean-Black Sea
Jan. 10	DANIEL WEBSTER	Mediterranean-Black Sea
Jan. 25	ANDREW G. CURTIN	Northeast Atlantic
Jan. 25	PENELOPE BARKER	Northeast Atlantic
Jan. 25	WALTER CAMP	Red Sea and Indian Ocean
Jan. 29	SAMUEL HUNTINGTON	Mediterranean-Black Sea
Feb. 1	EDWARD BATES	Mediterranean-Black Sea
Feb. 15	ELIHU YALE	Mediterranean-Black Sea
Feb. 22	GEORGE CLEEVE	Mediterranean-Black Sea
Feb. 22	PETER SKENE OGDEN	Mediterranean-Black Sea
Feb. 23	E. G. SEUBERT	Red Sea and Indian Ocean
Mar. 4	WILLIAM S. THAYER	Northeast Atlantic
Mar. 6	DANIEL CHESTER FRENCH	Mediterranean-Black Sea

## Song Of The Merchant Marine

By ALEX H. G. ANDERSON

Out of this war have come countless stories  
Of heroes and battles, and their many glories  
But few people know of the efforts supreme,  
Made by the United States Merchant Marine.

There are few songs for these brave fearless men  
Nor to the ships which are manned by them;  
Yet these men, in oil and salt stained dungarees  
Are sweating and dying to conquer the seas.

Their ships carry food, guns and munitions;  
To get it across is their sole ambition.  
They know they must get it there at any cost,  
For their cargo may mean a battle, won or lost.

They don't know the thrill of a cheering throng—  
Just the lonely wail of a seagull's song;  
The hum of the engines—that is their theme,  
A safe voyage home—that is their dream.

May God give them strength as they face the spray,  
Keep a star in the sky to guide their way;  
Let us all rise and show our esteem,  
Give a hearty cheer to the Merchant Marine.

Mar. 9	CLARK MILLS	Mediterranean-Black Sea
Mar. 10	WILLIAM B. WOODS	Mediterranean-Black Sea
Mar. 12	VIRGINIA DARE	Mediterranean-Black Sea
Mar. 13	H. D. COLLIER	Red Sea and Indian Ocean
Mar. 17	MAIDEN CREEK	Mediterranean-Black Sea
Mar. 17	SEAKAY	Northeast Atlantic
Mar. 19	JOHN A. POOR	Red Sea and Indian Ocean
Mar. 29	RICHARD HOVEY	Red Sea and Indian Ocean
Apr. 16	MEYER LONDON	Mediterranean-Black Sea
Apr. 16	PAN PENNSYLVANIA	Northwest Atlantic
Apr. 16	THOMAS G. MASARYK	Mediterranean-Black Sea
Apr. 17	JAMES GUTHRIE	Mediterranean-Black Sea
Apr. 20	PAUL HAMILTON	Mediterranean-Black Sea
June 10	CHARLES W. MORGAN	Northeast Atlantic
June 28	CHARLES W. ELIOT	Northeast Atlantic
June 29	H. G. BLASDELL	Northeast Atlantic
June 29	JAMES A. FARREL	Northeast Atlantic
June 29	JOHN A. TREUTTIEN	Northeast Atlantic
July	EXMOUTH	Undetermined

Date	Name of Vessel	Area
July 2	JEAN ICOLET	Red Sea and Indian Ocean
July 6	ESSO HARRISBURG	Caribbean
July 24	WILLIAM GASTON	South Atlantic
July 28	ROBIN GOODFELLOW	South Atlantic
Aug. 7	WILLIAM L. MARCY	Northeast Atlantic
Aug. 8	EZRA WESTON	Northeast Atlantic
Aug. 28	JOHN BARRY	Red Sea and Indian Ocean
Aug. 30	JACKSONVILLE	Northeast Atlantic
Sept. 29	EDWARD H. CROCKETT	Northeast Atlantic
Oct. 29	JOHN A. JOHNSON	Pacific
Nov. 2	FORT LEE	Red Sea and Indian Ocean
Nov. 12	LEE S. OVERMAN	Northeast Atlantic
Nov. 23	GUS W. DARNELL	Pacific
Nov. 23	WILLIAM D. BURNHAM	Northeast Atlantic
Dec. 3	FRANCIS ASBURY	Northeast Atlantic
Dec. 5	ANTOINE SAUGRAIN	Pacific
Dec. 10	DAN BEARD	Northeast Atlantic
Dec. 10	WILLIAM S. LADD	Pacific
Dec. 18	STEEL TRAVELER	Northeast Atlantic
Dec. 25	ROBERT J. WALKER	Pacific
Dec. 28	HOBART BAKER	Pacific
Dec. 28	JAMES H. BREASTED	Pacific
Dec. 28	JOHN BURKE	Pacific
Dec. 29	ARTHUR SEWALL	Northeast Atlantic
Dec. 29	BLACK HAWK	Northeast Atlantic

### 1945

Jan. 4	LEWIS L. DYCHE	Pacific
Jan. 9	JONAS LIE	Northeast Atlantic
Jan. 14	MARTIN VAN BUREN	Northwest Atlantic
Feb. 6	HENRY B. PLANT	Northeast Atlantic
Feb. 6	PETER SILVESTER	Red Sea and Indian Ocean
Feb. 14	HORACE GRAY	Northeast Atlantic
Feb. 17	THOMAS SCOTT	Northeast Atlantic
Mar. 20	HORACE BUSHNELL	Northeast Atlantic
Mar. 21	JAMES EAGAN LAYNE	Northeast Atlantic
Mar. 21	JOHN R. PARK	Northeast Atlantic
Feb. 23	HENRY BACON	Northeast Atlantic
Mar. 23	CHARLES D. McIVER	Northeast Atlantic
Feb. 26	NASHABA	Northeast Atlantic
Mar. 28	OKLAHOMA	Caribbean
Mar. 1	ROBERT L. VANN	Northeast Atlantic
Mar. 20	THOMAS DONALDSON	Northeast Atlantic
Apr. 6	HOBBS VICTORY	Pacific
Apr. 6	LOGAN VICTORY	Pacific
Apr. 18	CYRUS H. McCORMICK	Northeast Atlantic
Apr. 18	SWIFTSCOUT	Northwest Atlantic
Apr. 27	CANADA VICTORY	Pacific
May 5	BLACK POINT	Northwest Atlantic

## WEISBERGER REPRESENTS U. S. SEAMEN IN LONDON

(Continued from Page 1)

everywhere is to build up independent and powerful organizations of their own. Only thus can we have unions which will be regarded as worthy and equal partners, and respected as such by the shipowners and governments.

Never can we accept the new-fangled notion that the seamen's salvation and future progress can be assured by government and that it is the task of the state to assume functions and powers which solely belong to the maritime industry and its employees bound together in union of their own free will and choice. To do so will invite the very conditions which we have been fighting these last few years in foreign lands with great loss of blood, money and sacrifices. It is for the inalienable rights to be free and to follow our own choice, unhampered by governmental regimentation and interference, that so many of our citizens have given their lives on land and at sea.

However, for the sake of the record and as renewed proof of our desire to be of constructive

help in the struggle of our fellow seamen abroad for emancipation and improvement of their condition I should like to call attention to a general statement of policy presented by the SIU to the recent I.L.O. meeting in London. This program, drawn up by President Harry Lundberg and affirmed and supported by the membership, stated the position with regard to continuous employment and the proposals of the International Seafarers Charter in this respect as follows:

"Certain proposals have been made which we vigorously disagree with and which we will not, under any circumstances, adhere to.

"You propose that each country set up a manpower pool in the appropriate ports. Out of this pool, the men would then receive employment. These pools will be in joint control of the government, operators, and the union. You proposed certain regulations in these pools which in our opinion would take away certain privileges of the seamen's freedom.

"As for the pools themselves, we believe that the question of employment for seamen must be handled through the union hiring offices, completely controlled by the unions. We feel that the seamen, and only the seamen, have the right to determine how this labor should be sold.

"On the Pacific Coast, the seamen have for the past ten years operated and run their own hiring halls, where men have shipped out in rotation system, i.e., the man who is longest ashore, gets the first job. It is run by elected officials, who are responsible directly to the membership, and we have found out that this is the only method and system which is fair; and the men will not, under any circumstances, scrap that for any government controlled or any other form of hiring halls.

"As a matter of fact, the Pacific Coast seamen had the same type of system during the years 1912 to 1921, and operated successfully. These were the years

when the unions were strongest and where the conditions of the men who sailed the ships improved most.

"We further cannot, as union men, allow a pool to determine who should be able to go to sea and who should not. This is certainly only the right of the union and the men in the union, and we do not care to leave this vital issue in the hands of outsiders; so we must emphatically go on record to be opposed to this type of employment for seamen".

Now that the European phase of the war is over and the remaining burden of the war in the Pacific will have to be borne mainly by the American seamen, it is necessary to underline and amplify the previous position. Recent developments in our own country and growing efforts to undermine the position and gains of the American seafarers should make it evident to every clear-thinking person that the trend toward government regulation and regimentation must be resisted at all cost.

It appears from a study of the I.L.O. papers prepared in advance of the July meeting in London that some groups are apparently prepared to go along with proposals leading in that direction. A proposal of continuous employment or whatever it might be called, does not lend itself in our opinion to the protection of the seamen's right, gains and privileges. On the contrary, it prepares the ground for national and international regimentation which must react severely against the long-range interests of the seamen themselves. If there ever was a time to cry stop and to reaffirm the policy which has made the SIU great and accustomed to hard struggles, it is now.

A great many arguments may be advanced in support of our contention that continuous employment is a double-edged sword, endangering the rights of the seafarers and interfering with their freedom. Suffice it is to say that a peace-time pool scheme, nationally or internationally, is indefensible and unjustified. Reg-

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**QUESTION:** Do you think it would be a good idea for the SIU to operate its own up-grading school?



**WILLARD MULLING, AB**—I think this would be a very good idea. These new ships require good men on deck because they have plenty of gear which has to be maintained and repaired. A lot of fellows think after they get out of school and carry seamen's papers in their hip pocket that they are sailors. They have only started. An up-grading school run by the union would give training to the men while they are on the beach waiting to ship out. It could be held in the hall and in that way a man would not lose his place on the shipping list.

**JOHN DOTY, 2nd Cook and Baker:** Anything that brings the trainee close to the sea and actual sea life is a good method of training for the merchant marine. The best kind of an up-grading school for the merchant marine as far as deck and engine departments are concerned, I think, would be a small ship of some kind like the SUP had in Frisco. I started out as a greenhorn and had to learn from what I could pick up at sea, but I think a union school for up-grading would be a fine thing. Every man should want to progress. I am going up for my steward's papers this week.



**PAUL SHARPE, Bos'n** — My idea of an up-grading school is a ship where a man comes on board, gets a pair of dungarees and starts getting his hands dirty pronto. This up-grading school should teach men all kinds of wire and rope work, rigging, and how to use paints and care for brushes. How in hell anyway do so many guys nowadays get the idea that the only thing an AB does is stand a wheel watch or run errands for the mate? A union up-grading school could teach these sailors how many different jobs there are to do on a ship.

**J. P. FOLEY, AB**—One of the aims of the SIU is to provide good crews and a union-manned up-grading school would help to do this. The strength of the union lies in education: not only the education of its members in unionism, but also in their profession. If SIU men are the best seamen it will help to get more and better contracts. Just because we have contracts we can't neglect the necessity for furnishing the best seamen. There are plenty of experienced SIU men who could run a good up-grading school, which could be held at the hall.



# Vinson Supports AFL Move To Relax Wage Freeze Now

## Notes From SIU's Wandering Steward

By "FRENCHY" MICHELET

A few days more will find the good ship Del Rio lying in the stream off the Venezuelan port of Miracabo. When this looked-for event occurs we will naturally be so very busy visiting museums and historical shrines and carefully avoiding cat houses and gin mills that we may not find the time to do a rank and filer's duty of occasionally scribbling something for our swell Log, so we're going to do our bit now.

There's a number of oldtimers aboard—Buck Newman, Johnny Glass, Frank Polander, Frank Petronne, Dominick Vasquez and Jake Martin. Jake is an expert butcher, but he had the misfortune to sail with Shuler in his (Jake's) formative years and we are consequently obliged to unteach him everything that old "Hungry" taught him. It was Shuler who showed Jake how to get enough slices out of a ten pound ham to pave the whole of the fore deck.

It shouldn't be difficult for the Patrolmen who payoff this scow. The delegates have collected all the books and checked the month up to which the member wishes to pay. Trip card men have been given a little union know-how and have had the financial struc-

ture of the organization explained to them in detail. The only beef aboard has been settled to the crew's satisfaction. It entailed a little misunderstanding on the mate's part as to what constitutes voyage stores. The mate contended that the Stewards' stores taken aboard in Philly before we shifted to New York to load were daily stores.

The departmental delegates got together with the ship's delegate and threshed the matter out thoroughly. The ship's delegate then got together with the mate and that worthy was shown the light. This was a creditable piece of work on the part of the ship's delegate (Buck Newman), for the mate has a head as hard as one of Shuler's biscuits.

Have a toast for those lighter moments:

"Here's to the light that lies  
In woman's eyes,  
And lies and lies and lies."

P.S.: By Buck Newman—  
(Shuler, please note)

The only beef on this scow is that Frenchy sticks his head in the messroom port hole at every meal and holds up one finger and tells the messman, "Give 'em all the pork chop that they can eat."

WASHINGTON, D. C. — Announcing that wage controls will be relaxed to make up for loss of wartime pay advantages, War Mobilization Director Vinson disclosed reconversion plans calling for positive government action to "prevent depression from coming to us as the guest of peace."

High wages, lower taxes, unemployment compensation and public works form the backbone of the program in which Mr. Vinson outlined a heavy role for government rather than a policy of "letting things go" as necessary to assure smooth national transition to a peacetime life.

Mr. Vinson, making public his quarterly report to Congress and the President, stated "we must be prepared to compensate for severe declines in take-home pay." He explained in a news conference he meant increases in wage rates above Little Steel formula limits.

Making clear the official government position on substandard pay issues, Mr. Vinson asked Congress to raise the statutory minimum wage from 40 cents to "at least 50 cents an hour, with provision for further permissive increase to a higher level by the industry committees" provided for in the Fair Labor Standards Act.

In stressing the necessity for granting wage rate relief for workers when high-pay war jobs dwindle, Mr. Vinson declared that savings to employers, resulting from reduction of overtime premiums, downgrading of jobs and increased manufacturing efficiency, "would permit some rise in wages without a compensating rise in prices."

In event of early collapse of Japan, which some industrialists have said would bring us close to economic disaster, the mobilization chief indicated that a great public works program and broadened unemployment insurance would have to carry most of the load, until industry could be geared to high speed peacetime operation. He said present plans for a postwar works program must be enlarged and blueprinting speeded.

The Vinson program was included in his lengthy quarterly report titled, "The Road to Tokyo and Beyond." Tone of the report was that the government has a responsibility to guide the nation in reconverting to peace, just as it had in gearing for war.

## SIU Fishermen Establish A Monthly Union Magazine

One of the youngest affiliates of the SIU is the Gulf Coast District Fisherman's Union, which has grown from the 60 members it had 16 months ago to more than 6,000. This month the first issue of its official publication, **The Union Fisherman**, an attractive 24 page slick paper magazine, made its appearance with informative articles of interest to fishermen and shoreside workers alike.

In the lead article Secretary-Treasurer E. M. Biggs tells of the substandard conditions under which fishermen worked but two years ago—with prices dictated to them by dealers miles from the sea with a "take-it-or-dump-the-fish" finality—and how the union succeeded in raising the fishermen's return.

Brother Biggs relates how the men getting 8 cents a pound for groupers were notified by the fishdealers of a cut to 6 cents a pound, with another cut to 4 cents probable in another week—this at a time when the retail price for groupers was 69 cents a pound.

Since the fishermen organized, they are now receiving 12 cents a pound, while the retail price has

dropped to 65 cents a pound. However, as Brother Biggs points out, the spread between what the fisherman gets and what the consumer pays is so great that the suspicion arises that black market conditions have been created.

Now that the fishermen are receiving the highest prices ever paid them, they have been able to get out of the economic serfdom that was their lot. Statements from members of the various locals attest to the new position to which the union has raised them: "Just bought two new nets," says one. "I have bought a new motor," says another. "I see that Jack got himself a new pair of shoes."

The GCDFU is a lusty baby and is growing rapidly. The field for expansion is large, and the union is going after it in a big way, not only among fishermen, but in allied fields. After months of hard work, the union has succeeded in organizing several hundred sponge fishermen in the Tarpon Springs, Florida, area.

The field is a large one, but the progressive, militant GCDFU has no fears on that score. It knows what the job entails, and knows that it can do it.





# SHIPS' MINUTES AND NEWS

## William R. Davie Right In Thick Of Okinawa Fighting

Add to the list of fighting SIU ships the name of the William R. Davie, South Atlantic Liberty.

Just back from a long trip in the Pacific which included Okinawa, several of the Davie's crew stopped in the hall and told about this voyage to the land of the Kamikaze.

After signing on in New York last October, the ship went to the West Coast in ballast and then after loading in Oakland sailed for Guam.

Here she unloaded and returned to Pearl Harbor, picking up another load there for Okinawa, where she arrived on D Day plus 14. This, however, didn't mean that the Davie had an easy time of it, for the Okinawa fighting was tough right up to the last.

At Okinawa the Davie's crew saw plenty of Jap Kamikaze (suicide) planes, and the gunners shot down one of them by 20 millimeter fire off Haha. The Davie, according to Phil Adelman, Oiler, and Cecil Keane, Bos'n, was the first ship on the eastern side of the island.

During the 22 days that the Davie laid at anchor at various places along Okinawa, she went through 76 air raids, besides attacks on the convoys by suicide boats, small sixteen foot craft

loaded to the gunwales with explosives. One of these boats hit a Navy Liberty, blowing her sky high.

The Canada Victory, whose loss has been announced by the Navy was near the Davie when she was hit by a suicide plane.

Most thrilling incident of the trip occurred one night off Okinawa when the Davie was unloading. The anchorage had been alerted for an air raid and the ships were in total black out under a smoke screen. Finally the Japs came over and, baffled by the haze thrown up by the smoke pots, couldn't find their targets. One kamikaze, however, seemed to spot the Davie and circled around above her for several minutes angling for a dive. At one time when this Jap came over about 100 feet above the masts, either gathering up his courage or to try to spot a good place to land his TNT, someone pushed the wrong switch on the Davie and lit up the cargo lights on number four hatch. Luckily, the Jap was hit just then by a destroyer and blown to pieces or the Davie might have been among the missing.

Part of the Davie's cargo were 2500 carrier pigeons, with a few signal corps men as caretakers.



PHIL ADELMAN

CECIL KEANE

## Mate Pays Ship's Expenses Out Of His Own Pocket

The Jonathan Grout, Mississippi Liberty that was among the first of this type launched back in '42, arrived in New York last week with a mate who, according to the crew, must have been trying to buy an interest in the company.

Several times during the two months' trip he offered to pay the overtime out of his own pocket, if the men who did the work would not enter it on their overtime sheets. Needless to say, the men told the mate his tender solicitude for the company didn't effect them one bit and as far as they were concerned his generosity was useless.

On another occasion this mate insisted on paying for a puddin' spar that fell overboard in rough weather. Maybe Mississippi is crying the blues to their mates, and telling them that profits have dropped to 200 per cent!

Delegates on the Grout were Nobel Petersen, AB; W. T. Fagan, Oiler; and Mike McCowine, Messman.

## Dutch Treat Is On The House

Are the Dutch glad to see the Yanks?

Just ask the crew of the William Paca, Calmar Liberty which came back from Holland last week. One of the first ships to reach Rotterdam after the port was reopened, the Paca was met by a motor launch with a deputation of the town officials welcoming them to Holland, and then at the pier by what appeared to be half of the city, cheering and waving Dutch and American flags.

The Paca made it back from Rotterdam in 12 days, with her engine turning over 89 revolutions part of the time.

Larry Bartlett, OS, who made his third trip on this vessel, reported a good feeding ship with a "swell Steward."

Delegates were Earl Stimson, FWT; Arlie Dudley, 3rd Cook; and Charley Roberts, AB. Charlie Collins, who could write a book about his experiences during three months on the beach over in Persia, was Bosun on this ship.

## Farce And Tragedy On Caldwell

To have a ship smash into your room while you are asleep is bad enough, but to have a jagged piece of steel tear off the seat of your pants as you make a hasty exit is adding insult to injury.

Such was the unfortunate experience of the Steward on the James Caldwell, when that inbound Liberty was rammed last week by the British freighter Bapanui off Norton's Point in Gravesend Bay. The bow of the limey freighter tore a thirty foot hole in the Caldwell's port side.

Looking out of the port in the crew's mess at breakfast time one of the wipers saw the oncoming ship and enabled the men there to escape a second or two before the Bapanui hit them. Tragedy occurred in the gunner's mess, however, where two soldiers were

caught in the crash, one severely injured and another killed.

Telling about the incident in the New York hall the other day were Ed Harrison, FWT; James Redman, Cook; Kenneth Myers, Messman; Henry Martin, BR; and Estle Walker, Chief Cook.

### SS TALISMAN

Restriction of the crew when the ship was at Marseilles irked the boys on the last trip of the Talisman, Mississippi C-2, but no amount of argument could change the mind of the army authorities and the crew watched this town from the stream. Delegates for the trip were Albert Weber, AB; William Vanicky, Oiler; and Nicholas Nomicos, 2nd Cook.

## SS J. Dinland

With maggots in the potatoes and weevils in the flour, it was, literally and figuratively, no picnic for the crew of the J. Dinland, Eastern Liberty that pulled in last week.

After living on rations for two months, the men were glad to get back to New York, where they can get seconds at meal time and make up for some lost weight.

On the way over three ships, including an American Liberty, were lost in submarine action about sixty miles off Brest. On the way across the channel on a shuttle trip to Ghent, another ship hit a mine.

## Serious Accident Narrowly Averted By SS Mesa Verde

Brother Frank Lovell was in the hall the other day after making a trip on the Deaconhill tanker, Mesa Verde. Deaconhill says Lovell, has one of the best contracts to be found anywhere and no one will go wrong by riding their ships.

While the Mesa Verde was laying loaded in the Hudson, an old rust bucket came along and smacked her in the stern, denting the fan tail and carrying away a piece of the after railing. Being smacked like this is no joke when you are sitting atop a load of high test gas, so the deck hands rigged fire hoses, the navy gunners stood by to throw the ammunition overboard, and a couple of company watchmen on board ran around shouting for life jackets. But the other ship got its anchor chain fouled up with the Mesa Verde, thus averting a second crash that might have caused a catastrophe.

Lovell reports a good crew and good officers on this trip, with a young chief whom everyone was mistaking for the yeoman when they first came on board.

## Black Sea Is Sailors' Heaven

A ship whose popularity helped to get a full crew almost as soon as her name went on the board last week was the R. Jones, Overlakes Liberty.

All hands liked this scow and reported a fine trip to Black Sea ports. Only minor beefs remained at the payoff, thanks to good work of the delegates and, being crewed up with a 100% full-book crew, there were no beefs about free loaders.

Only event of the trip was some firing practice at mines seen floating in the Mediterranean.

Says steward department delegate, A. Knoles, "I recommend the Black Sea to all brothers wanting to ship. It's a sailor's paradise."

## Patrolman Restores Toaster To Crew

When the Patrolman went on board to pay off the William J. Palmer, he was told that the officers had appropriated the toaster from the crew's mess and were having toasted sandwiches for their night lunch. This kind of hurt, as this toaster had been put on board only because of previous action by the crew.

But things were soon squared away. The Patrolman took the toaster out of the saloon, and told the officers if they wanted a toaster to use some action themselves, and put it back in the crew's mess.

Other beefs on the Palmer included a demand for fumigation of the ship and repairs to galley equipment.

Delegates for the trip were John Parker, AB; Carol Ross, FWT; and C. B. Arms, Chief Cook.

## Sad Tale Turns To Good Deal



Brother George Fossett, FWT, got a standby job on the Elijah Bartlett when she was in port last time, and then tried like hell to get off her before she sailed. He even thought up a sad tale for the commissioner, but he couldn't get off the articles.

Back in port again, George says he is glad he made the trip, for the Bartlett was a swell ship, with a steward, deck and engine gang that were all okay. Best of all, he says, she was a good feeding ship.

# THE MEMBERSHIP SPEAKS



## Commissars And Chiselling Shipowners Irk Union Mate

I just signed off a ship on which I was first mate. This packet was sailing under the "Red Flag of the NMU" and, needless to say, it was complete with political commissars and a special library for the education and enlightenment of the ignorant masses.

The political commissars were right on the ball, graduates of the commie leadership school, and were quite conversant with Roberts Rules of Order. The net result was that they ran the show, and any of the crew who had the guts to buck them were immediately ruled out of order. This left the floor for the commissars to use in disseminating the NMU brand of communism and world revolution. The pitiful thing is that the other boys were not smart enough to out-manuever the commissars at the meetings, and thus were fed on the approved NMU diet of communism.

It is quite apparent that these Super-Militant Leaders of Labor are trained to be agitators and let some little OS come up with the beefs. Wherever possible, they bring up the battle cry of "Racial Discrimination" whether it is warranted or not. Every NMU beef sooner or later ends up that way, when they want an easy way out. These commissars created more ill-feeling between the colored boys and the white boys than I ever saw on a ship before. I believe it is safe to say that the colored boys resented it more than any one else, as they realize that this phony communist propaganda is really hurting the cause of the colored people.

This constant nonsense also stirs up anti-NMU feeling amidships.

Maybe some day the NMU boys

will realize that the course they are steering will land them in shoal water.

So much for the union front. Now for a few words on recent maneuvers by the companies, and this one has really started. I had the port captain down checking overtime with me and it was all okay, but "too much." The captain and I were then given a little talk on the postwar period, primarily on the elimination of overtime.

I was informed that this company expected the mate to get out and supervise the deck work on his own time, and also to lay awake nights figuring ways to chisel a few nickels from the boys.

While it must be remembered that the sole purpose of overtime is to eliminate all work in excess of the eight hour day, with the bonus cut overtime becomes part of the take-home pay. So, brothers, stand by to clear the decks for bucko mates and skippers in the postwar period, but don't look for me.

On my last two or three ships, the slop chest prices have been damn high, and I believe the membership could do well to start a little fire in the right place, and bring prices down where they belong. It is obvious that the seaman is getting chiselled again.

I think that will be all for now, but keep your union going and keep it strong in the American way. We do not need Stalin to run America. If you ever lose your union, you and your family are sure going to lose your bread and butter.

"Through The Hawse Pipe"  
No. 19224 (retired)

## Laws Protect Unorganized Men Who Want To Join Union

In working around the waterfront and coming in contact with the unorganized seamen off the Isthmian ships, the American Trading Co., and other independent outfits, a fellow can't help but notice the cleancut type of men riding these scows.

They all understand what union conditions would mean for them and almost all of these men would gladly see their ships organized under the SIU. The big handicap, however, is that these men are told in the company hiring offices that they should not talk to anyone about unions, and that they should not sign any union pledge cards.

Consequently these men are afraid to cooperate with any union organizers for fear of being black-listed although they want to see the organizing job done.

The answer to this is for all

Seafarers men to talk to unorganized seamen whenever you meet them. Tell them that labor laws protect them in their desire for union representation, and if they are discriminated against at any time by the company the Seafarers will stand by them and fight the issue for them. This the SIU did on the west coast in the case of Johnny Hansen, when he was fired by Standard Oil of California for union activity. The Seafarers won this beef, Hansen was proven right and Standard paid through the nose and liked it.

Wherever you see men off the unorganized ships, in Rio, London, Cape Town, tell them about their rights and their opportunity under the SIU. Let's bring them all under the Seafarers banner.

BULL SHEPPARD

## Rights Of Members While In U.S. Army

Just a word to let you know that I will not be back to ship out, as I am now in the army as a "selective volunteer." I have paid my dues up and I would like to know when I come back after the war if I can ship out again through the SIU and continue going to sea.

I want to thank the union for everything it did for me, and hope other boys out of maritime school find the SIU as cooperative as I did.

JAMES A. DONOVAN

EDITOR'S NOTE: You surely can. Any member of the SIU going into the armed forces is relieved from paying dues from the day he enters to the day he returns. Since you are in good standing now, you will be when you come back. Meanwhile, good luck, Brother Donovan, and a speedy return.

## Hails Disappearance Of SIU Sectionalism

It's good to see that the growth and vast increase of membership in the SIU since the war. The influx of men from all over the country, indeed from all over the world, has greatly overcome the old narrow sectionalism that used to hamstring the efforts of the union.

I remember when a Yankee coming down to ship out in the Gulf was treated like an unwashed headhunter fresh out of the bush; and if a Baldwin County citizen arrived in New York he was considered to be just a dumb grits-and-red beans boy who wasn't capable of walking down the street by himself.

We brand ourselves an International Union. How idiotic, then, to judge a man by sectional lines. What does it matter where a man is from as long as he can produce?

I'm an oldtimer, but I will welcome any former cow hand, dirt farmer or dish washer, whether he's from Kokomo or the Louisiana swamps, as long as he has taken up the sea as a profession and proves he can be a good seaman and a good union man.

PERRY J. ROBERTS

## Asks Even Bigger Log

You have no idea how much better it makes me feel to see the Log increased in size, as well as improved in quality. Honest to Henry it used to make me feel ashamed everytime I saw that single sheet that we called our "paper." Keep up the good work, and try like hell to put just one more double sheet in that rag and we'll have the best damned paper in the field.

W. E. WYMAN

## NMU Turns On Men Who Built It

The NMU, the once strong rank and file union that was built on the blood and strife of honest rank and filers, has now turned against these very men that built it. I am one of them myself and, disgusted with the way this union is being taken over by people who aren't interested in the seaman, I turned to a rank and file outfit like the SIU.

As it is now in the NMU, you have to be a "yes man" to every official, and you are a great guy as long as you don't bring in a beef to be settled. Before settling beefs they are more interested in seeing if you have your dues paid up in advance. If you have a beef, you are patted on the

back and told to run along like a good boy.

If you come back again to see about your beef you find they have "overlooked" it. Instead of



VINCENT J. KELLER

## Delegates' Duties

It has been in my mind for a long time to set forth my ideas of several important obligations of ship delegates:

A delegate should be elected by the entire department. Very often they are appointed by some friend and no one else has a chance to be elected to this important job.

A delegate should turn in the book numbers of men who do not behave themselves as union seamen.

A delegate should listen to all the beefs that the crew brings to him, and not just take action on the ones that he feels like pushing.

GEORGE A. THORNHILL

taking it up, some commissar takes you by the arm and has you sign a bunch of letters to Congress, although you have no idea what the hell it is all about.

Joe Stack thinks he is a combination of Stalin and Napoleon, and hates to hear the word "beef."

The NMU has lost the fighting drive that made many militant oldtimers believe it had what the seamen needed. It is a front now for outside interests who are using the NMU and rank and file seamen for their own advantage.

VINCENT J. KELLER,  
former No. 9543 NMU

## Shipowners Preparing For Postwar Drive On Unions

As war draws nearer to an end it is evident that the ship operators are tightening up on overtime and conditions. This was especially noticeable the last trip I made in the Atlantic.

The ship was a new T-2 tanker, the SS Mesa Verde, built and operated at government expense, but under control of the Deconhill outfit. While on this coast the skipper acted as company agent since offices are maintained only on the West Coast.

The SIU-SUP contract for these west coast tankers is in many respects a model contract. Unlike many others, this contract is specific as to what work is overtime. The ship operators signed the contract in order to guarantee a supply of qualified men during the war and the WSA approved it.

All wages on these ships are paid by the WSA. The ship operator runs no risk in the operation of the vessel. He invested no money in construction of the ship, lays out nothing for its maintenance, and has no worries about wages. His only concern is keeping the books straight so as to know how much is coming his

way in the form of "operator's fees."

The WSA is now issuing more and more orders, specifying exactly what overtime work shall be paid for. Often these orders conflict with the provisions of the union agreement. Random examples of such conflicts is the WSA order that no penalty meal hours will be paid for. Similarly, an order has come down to cut out all overtime for men on watch, regardless of what they are asked to do. Carpenter work has been ordered cut out. Even though the contracts call for overtime for all such work, the operators have a pat answer when you try to collect it: "The WSA has disapproved."

This is becoming a stock phrase that we are going to hear a lot. The ship operators have packed the government agencies with their stooges and are now primed to use these government agencies as the spearhead of their postwar drive against our unions and the conditions we have won.

FRANK LOVELL, AB  
SUP No. 3265

# Recent Strikes Win For Unions In Most Cases, Survey Shows

WASHINGTON (LPA)—Strikes took a downward turn during the past week, as thousands of workers returned to their jobs, in most cases winning complete or partial victory on the issues which brought them out on the picket line.

As a result newspapers had good reasons to cry the blues. The great "strike wave", which they had been inflating for weeks, went into ebb tide, leaving little to justify scare headlines.

During the week, 15,000 workers marched back into shipyards on the Gulf and west coast, after short-lived stoppages. Nearly 10,000 miners in Illinois—members of both the Progressive Mine Workers-AFL and United Mine Workers union—returned to their jobs after winning a "no meat-no work" strike. Their protest walkout wrung from the OPA a promise of extra red points for the miners.

Printing trades unions called off a six-week strike that had crippled operations in R. R. Donnelley & Sons, notorious anti-union Chicago printer, where part of the output of Time, Life and other national magazines is produced. The fight of the unions for a "closed shop" shifted to the bargaining table, but if a new deadlock develops another strike may occur, it was predicted.

"Thirty" was written also on one of the bitterest of the recent strikes, the 2½ week walkout of 1700 delivery men, members of an independent union, which had paralyzed distribution of New York City's big dailies and caused the metropolis a news "famine".

Union leaders claimed a victory in the terms upon which they returned. They were given assurance by the War Labor Board's Printing and Publishing Commission on two vital points: (1) that all of their demands, including a proposed "welfare fund", would be considered on their merits, and (2) that the commission would consider ordering arbitration on the "welfare fund" issue if a settlement could not be reached.

The union had demanded a 3 percent payroll contribution by the newspapers to the fund, which would be jointly administered by management and labor, and which would be used to pay sick benefits, old age pensions and similar benefits.

Management had refused to negotiate on that and other issues, and rejected a proposal for arbitration. Under the settlement, however, the newspapers agreed to direct negotiations on some of the issues, including the welfare fund, and the WLB's Printing Commission began hearings on remaining points. Ultimate arbitration of disputed points is anticipated, either by agreement of both sides, or by an order of the commission.

While these and other strikes were settled during the week, others kept breaking out—most of them due to stiffening and arbitrary attitudes by management against prompt settlement of workers' grievances.

One of the toughest of the current walkouts is that of the In-

ternational Typographical Union, which at this writing has closed down seven daily newspapers in four cities—Birmingham, Ala.; Fort Wayne, Ind.; Jersey City, N. J. and Bayonne, N. J.—with papers in other cities next in line.

At stake is the ITU's demand that the publishers continue, as they have in the past, to include in their contracts with the union a commitment to observe the union's laws, as revised at each annual convention.

This year, many leading publishers have combined to resist the demand, claiming that at the last convention, certain provisions were added to the laws—relating to arbitration, overtime pay, vacations and other items—which should be passed upon by collective bargaining. The publishers charged the union was trying to put over changed working conditions by "unilateral action."

However, Woodruff Randolph, president of the "Typos," hit the publishers' claim as a smoke-screen to cover up a campaign aimed at smashing the union's laws, weakening the "closed shop," and breaking down conditions which had prevailed for decades.

Despite reprisals against the Union, laid down by the WLB after the ITU refused to call off its strikes—and from which labor members of the board dissented—Randolph made it clear that the union is in this fight "to the finish" and will close down newspapers all over the country if the publishers remain adamant on the question of accepting the union's laws.

Meeting in Minneapolis, the United Auto Workers—CIO ex-

ecutive board after extensive discussion voted last week to continue its no-strike pledge, but only until the end of the war with Japan. When that day comes, UAW president R. J. Thomas asserted that he would begin to authorize strikes of auto and aircraft workers, and "there will be plenty of them" he warned, because of the great backlog of unsettled grievances in the industry.

## PERIOD OF LABOR UNREST

By FREDDIE STEWART

Strike season is definitely here. Mass picketing, sit downs, walkouts, all point to the end of the Labor-Management honeymoon. But the question is asked again and again, why? Last week I read a book entitled "When Labor Organizes" by a Professor Brooks, and published by Yale University. He had some good thoughts on the subject and I'd like to present some of them.

Equal work for equal pay, is a primary demand, according to Brooks. Union demands will represent an attempt to force employers to regularize production sufficiently to render overtime work unnecessary. Back of this is the desire, first, to distribute work among as many people as possible; second to protect union members as human beings from the disturbance to social relations which results from irregular hours of work.

The second major policy of the labor movement has been to shorten hours of work. Unions have subsequently made efforts to secure wage increases as soon as

conditions were favorable.

Another economic consideration bearing on union policy has been the belief that reduction of working hours might be a cause as well as a result of reductions in the cost of productions. Workers have long felt what scientific management has begun to disclose, that more work may actually be turned out on a forty, rather than a sixty hour week basis, if a sufficiently long period is taken into account. Accumulated fatigue reduces speed and causes spoilage, high accident rates, rapid labor turnover, tendencies toward exhausting debauches, and acute industrial unrest.

Management and labor may march together. Union leaders have learned by experience, however, that intense pressure from a well-organized labor group is very often necessary to compel attention to this matter and that labor's interests may demand re-

duction of hours below the point which management is willing to go.

Labor looks at hours not only the viewpoint of monthly cost of production, but from the viewpoint of lifetime cost of production. Here the question of the hours becomes inseparable from that of the speed of work. The worker is interested in what happens to him at the end of the ten-year period, while management may no longer be greatly concerned with that problem. If at the end of ten years the worker is incapable of maintaining the required speed of hours of work he is eliminated from industry and becomes in some measure a burden upon his family or community.

Fear of unemployment is the basic reason for forms of restrictions. Wherever fear of unemployment is strong there are dual and opposed attitudes on the part of labor.

## No "Picketline" For Baltimore

By WM. MCKAY

BALTIMORE, July 19—Any report in the Pilot to the effect that SIU members are picketing the WSA in Baltimore is pure crap. There are no SIU men on the picket line and there won't be until the membership decide that there is something to be gained for the benefit of all seamen. SIU representatives in Washington are taking care of the bonus beef and are in there keeping an eye on the basic wage rates. The NMU picket line was a publicity stunt for the NMU. You can depend upon it the NMU will do nothing to hurt the feelings of their pals on 14th Street.

We have contacted the WSA doctors here about the numerous questions that are asked the seamen when taking the physical examination. Most of these questions have nothing to do with the man's physical condition and we hope to have them eliminated. Pete De Catte of the SUP and Jim Gormley of the MFOW also registered a strong protest against

the practice.

The unions are usually blamed for delaying ships when it takes a man at least 2 to 3 hours to pass the doctor.

We finally put a crew aboard the new SS Venore and of course they waited until the last minute before calling for the crew. She is sailing for South America and no question about it, she is a beautiful job. Her quarters come close to being 100 percent right and unless they start lousing her up with poor grub and cheap supplies she should be a good all around job.

Shipping is a little spotty at this moment but due to pick up and we have a couple more new ones scheduled for crews soon. The Victories going out of here are headed for other ports for conversion to troop ships. Some talk here about coastal and inter-coastal shipping getting going soon but at the present low bonus rate such ships will be difficult to crew up.

### UNION'S OK, VET SAYS



"I was a union member before I went into the service, and I'm going back to the union," says Pvt. Chet Horton. "We got \$9 to \$15 a day when non-union fellows were getting \$5 and \$6." Entertaining him at Madigan General Hospital, Tacoma, Wash., are Cleo Garl and Berneal Myers, Local 751, International Association of Machinists (AFL). (Federated Pictures)

### LABOR COMPETITION



When AFL and CIO competed in St. Louis, winners and losers amicably shared the rewards. It was at the Quiz of Two Cities radio program where the victorious visitors were members of United Electrical, Radio & Machine Workers (CIO) and St. Louis was represented by Inil. Assn. of Machinists (AFL). (Federated Pictures)



# AROUND THE PORTS

## Another Bucko Bites The Dust

By E. S. HIGDON

NEW ORLEANS—On the 12th voyage of the SS James Miller, the oxtail didn't suit the captain nor the chief engineer. On the 13th voyage, every goddam thing in the stewards department was wrong. Sore because the cook wasn't specialized in "fawncy cuisine" to the extent that the meat on the oxtail peeled off evenly, the captain fired the stewards department and was forced to take it back with sufficient evidence for firing was not produced. Sore again because he had the crew he'd fired, Captain "Bligh" set up his constant watch for things slightly out of line.

He watched, he checked and he tallied and finally lodged the following charges against Robert



Carl Ellis, Steward. "1. No night lunches served." The captain was careful not to disclose the fact that the chief engineer had repeatedly refused to raise the temperature of the ice box, thereby causing 350 pounds of meat to spoil and to be thrown away.

"2. The passageway was dirty." This was an open and shut case of manufacturing a charge. As it happens, the SS James Miller had been in port—the water had been turned off and rationed; she put to sea again—water was turned on and two hours later an inspection was called. Up to the passageway dashed the captain with his mouth drooling — "Ah-ha, filth and dirt, me hearties." He had 'em. There had not been time to clean the passageway since setting sail.

The next charge was: "3. Improper stowing of dirty linen." Twenty-four hours overtime was put in and okayed for such work—but still claimed the buckeroo skipper "the men throw their dirty linen down the ladder." Shame—naughty, naughty, seamen. We must learn to be a little neater.

To cap the whole thing off charges against Ellis; Bob Dunbar, MM; John J. Zinzel, 2nd cook; Joseph Gagliano, MM, were logged for going ashore without permission. So the Coast Guard heard the case—gave the men two months' "suspended suspension." The SS Co. removed the captain and the chief engineer and agreed to pay overtime for the week end the Miller spent in the mouth of the Mississippi.

Warning: A couple of guys from the USS were in the office this week trying to sell us on the great benefits of their organization. Why, they give dances for the seamen, they furnish a loan service—and they obligate the men for postwar times.

The USS is holding out one hand with a good strong shake. Behind the scenes, the other hand has a couple of crossed fingers. The "little angels" who came visiting tell us that SIU members frequent their dances and come to the USS for help, and now that fink organization wants us to give referral slips to the seamen so that they may receive loans. Just like the old Shipping Board—a new Doghouse idea—USS joins the ranks of charity halls. Keep away from them. These damn places must be knocked out of the picture—what good are they doing when they keep the men from relying on themselves?

especially to their own men. If you don't think so then come down and talk to a few of the NMU men in this port.

## WSA Again Fouls Up Details

By ARTHUR THOMPSON

SAVANNAH—This week was one of the slowest we've ever had. Only one replacement was shipped out. No ships were paid off, and our shipping lists have increased to 42 members. We are still waiting for the SS Bellringer, which was supposed to be delivered on May 15, 1945. It's only 67 days overdue now, so we may have a few more weeks to wait. The Smith Victory is still in dry dock being converted. It won't be ready for at least another month.

Last Wednesday the WSA called me and asked how many men I had on our shipping lists. I told them, and they said they would call me at eleven the next morning and let me know whether or not they could send our surplus members to New York or a west coast port. At the meeting that night I reported this to the members and advised those who wished to ship out to be at the hall at eleven A.M. the following morning. There were quite a few around the hall the next morning, and I called the WSA at eleven to find out what the score was. They, in their usual slipshod manner, were still waiting for information from New York, and said they would call again at three o'clock. Some of the boys were tired of waiting and they gave it up as a dum steer. At three that day the WSA called again and said they could take any of our men who had a rating above OS, Wiper or Messman. By this time I only had a few who would wait and they told us they would not take less than ten. Now we have about six who want to

get out and the WSA won't take them. Personally I don't like this WSA business at all, but we would like to get our men out and if something doesn't come in soon we'll be swamped with men. We have 42 on our shipping lists and for Savannah that's a lot, and this does not include the men available but who still have a few weeks before they must ship out again.

**LOCAL ITEMS:** Mayor Thomas Gamble died about a week ago while on a vacation in Tennessee. A piece in the local paper boasting of the fact that the Savannah Fire Department had not been called out for a fire for a week. The probable explanation is that it has rained every day for the past two weeks and a fire couldn't make any headway. No new hospital cases to report in Savannah although Brother Peterman is still a patient.

Here's another piece of information you can take for what it's worth. A word often used aboard ship is "mess." Here's what the



book says: "Mess" was originally derived from the Latin word

## DEADLINE!

Several ports sent in news this week which arrived too late to make the LOG. All Branch Agents should see that their reports reach the office of the Editor by Tuesday morning of each week. If possible, mail copy on Saturday so that the LOG receives it on Monday.

## Coast Guard Is Getting Tough

By D. L. PARKER

TAMPA — Shipping here in Tampa has picked up quite a bit in the past five weeks. Although we don't take in a hell of a lot of cabbage, we manage to exist. We will have about five ships out between now and the 10th of August, and our shipping list is almost blank, so if any of you brothers want to take out a small but fast scow come on down.

Had the MV Sanky Head in this past week and had quite a bit of trouble with the captain and CG. The old man wanted to put out to sea with two sick men aboard. The Coast Guard was

meaning "to send" and came to mean a portion of food sent or served up, as in the Biblical "mess of pottage." Subsequently, it meant a dish sent up for several people and then the people themselves, in the sense that is now used in the Army or Navy Mess and in the Merchant Marine. Of course, in pre-SIU days "mess" in the Merchant Marine meant what Noah Webster called it. If you don't know, look it up or ask any old timer.

called down and it seemed that they were in accord with the captain.

I asked the captain and the CG officer if they would assume the responsibility of taking these two men to sea, but they balked



at that. Then they gave the two men involved a certificate to go to the hospital, and it was found that one of the boys had appendicitis and the other one stomach trouble.

The captain filed charges against Brother John Prescott. The trial was held then and there, with the result that he came clear. That was a very poor policy on the part of the captain.

## Publicity Stunt Ends, Houston Reports

By GULF REPORTER

HOUSTON—Seeing as how the editor and the membership in the last New York meeting have me on the pan for not sending in news from this port, I will now do so.

We have been fairly busy for the past week, but now it looks as though it will slow down for a bit. The sturdy Beggar, a Mississippi scow, paid off here yesterday and we shipped a full crew to her.

The beefs on this wagon were settled SIU style—at the point of production to the crew's satisfaction—for around three hundred hours.

The NMU removed their so-called "picket line" from the WSA here. Don't know whether they've decided to quit their publicity stunt for good or not, and don't really give a damn as this latest gag of theirs is not only obvious as all hell but is positively disgusting to all seamen—and

## WATCH FOR VIOLATION OF UNION SHIPPING RULES

By W. PAUL GONSORCHIK

NEW YORK — Shipping has been very good with fifteen hundred members shipped these last few weeks, and probably will continue to be so. We have also sent about twenty eight members of the deck and engine departments to Mobile, for three T-2 tankers.

We dispatchers here in N. Y. are being confronted with a certain situation, and the members' cooperation is of the greatest importance to settle it. Probably the situation is not quite deliberate, at least we like to think so. Most new members don't quite understand the policy or the shipping rules we have in the SIU. We are having quite a few rated engine members taking jobs out of the hall as wipers, and then aboard the ship, when there's an opening, they promote themselves to the vacated rated jobs.

That, boys, is in direct violation with the shipping rules, and you newer members should know and understand what this will

come to eventually; so see to it that you make it your business to put a stop to that sort of practice aboard these ships.

It is really funny—I have heard quite a few of you members squawking about certain members who promote themselves to higher jobs from Wiper, O.S. and Messman. And what did you do? Nothing but squawk.

While you are on the ship, the ship delegate should be notified and he in turn should tell that particular individual that is not the policy of the SIU and if he refuses you can always bring that member up on charges. As you and I know, there are quite a few members that were waiting weeks for that particular job. So see to it yourselves aboard ship that the union rules are followed for the protection of all.

The other day I sensed that someone was at my back, and to my great surprise it was Steely White. If you don't know him, let me put you wise. Mind you,

Steely is a great guy, but has a bad habit that the doctors haven't cured him of as yet: He is a Kleptomaniac specializing in false teeth. So, boys, don't let your false teeth lay around the hall where Steely White can get at them, for you will be shy a pair, or even a half pair. Now, now, Steely, don't get sore, or I'll tell that wee lil' son of yours on you, and he'll beat the hell out of you.

But coming back to the SIU: It wouldn't harm any of the members to study the shipping rules, contracts and constitution and everything about your union. The oldtimers are more than happy to help out the new members. Those members that have been in for several years, should by now understand the SIU and what it stands for. Make the unionism of the SIU a daily topic of discussion aboard the ships, for it will prove helpful to new and old members. The Educational Department on the fifth floor of the N. Y. hall will let you have all the material you need.

# ILO London Maritime Conference

(Continued from Page 4)

ulations of this kind are likely to open the way to many abuses on the part of the governments and shipowners, not to speak of the harm that is bound to result to the unions as democratic instruments chosen freely by the seamen for the defense and enhancement of their economic interests.

It is our task as unionists to preserve the free and democratic character of our organizations. We will not and cannot permit that any restriction whatever be placed upon the right of the seaman to choose his work, to sell his labor at greatest advantage and to fight for further improvement shoulder to shoulder with his fellow workers, regardless of government policies and regulations. Above all, we must beware of a trend that will reduce the union to a minor partner in a government - employer scheme and thus rob our organizations of the very right to exist.

Many minor questions raised in the I.L.O. papers are worthy of discussion. However, since our position has been made clear in principle we feel that we can dispense with technical details.

## II

Somewhat similar objections apply to the proposals on entry and training. There, too, it should be kept in mind that — in the words of Andrew Furuseth and the above-mentioned union statement of policy—"seamen are not made on shore, regardless of what the theories of certain people are." However, leaving aside the details and technicalities raised with regard to entry and training, I should like to quote from the opening paragraph of the I.L.O. paper on entry, submitted to the July meeting. This statement sums up the position of our union as well and comprehensive as any outsider can.

"In normal conditions a man who is not definitely unfitted for seafaring should be as free to make it his career as he is to choose any other, and having entered it he should be as free to leave it later as he would be to leave any other career he might have chosen."

Needless to say, we are not in agreement with governmental and other plans of regulating entry into the seafaring trade by means of pre-sea training. We refuse to accept any conditions that in the words of the I.L.O. paper "may have to be imposed in regard to entry into and departure from the occupation", even though the I.L.O. paper adds that these conditions should be conceived in the man's own and the general interest and not be designed to tie him to his occupation against his will".

The road to hell is paved with good intentions. We prefer to let the seamen look after themselves as good union men do. We do not want them to become wards of the state and dependent upon a government agency that may or may not disbar them from the exercise of their lawful and freely chosen occupation.

It has long been our determined union policy that the proper way to make a man a seaman is to put him aboard as a beginner and let him learn the business right from the beginning up. We do not in-

tend to deflect from that course. But since there seem to be strongly-held different opinions on the subject it is worthwhile to recall the experience of the SIU and its affiliate, the SUP with its own pre-sea training plan during wartime.

Some time before the United States entered the war, the SUP had recognized the need to train seamen in anticipation of the pent-up and steadily mounting demands for seafaring personnel. This was done through the Andrew Furuseth School of seamanship and the union-operated training ship, the Invader, a 136 feet over-all, 25 feet 6 inches beam two-masted schooner of nickel steel construction, with a draft of 13 feet 6 inches. According to the SUP annual report of December, 1943, 8000 men had been trained up to that date. In 1944, which was our biggest year, we practically doubled this figure. The work of the union training school has been excellent and is being continued. The results have been highly praised by steamship operators and seamen alike. The only ones that don't like it are the government bureaucrats.

So much for the experience of the union with pre-sea training. It should be emphasized, however, that this was undertaken under the stress of wartime and in order to cope with the steadily mounting demands for emergency trained merchant marine personnel, the SUP and its officers already expressed as far back as 1942 the view that the only ones to undertake and carry out such a training plan should be the seamen's unions and then only when an emergency exists. Otherwise seamen should be trained aboard ships as crew members at the point of production. This view has not changed. Any proposal that places pre-sea training into the hands of others but the unions is entirely unacceptable to the SIU and the SUP.

There are powerful reasons for our stand. First, it is in line with the union policies and principles. Second, we have proven beyond doubt that the union can show better results than a great public training program fostered and paid for with the taxpayers' money.

Union President Harry Lundberg, President of the SIU, stated in reports on several occasions that the government expense in training seamen through the WSA school scheme amounted to \$654.00 for an ordinary seaman and \$1308.90 for an AB. On the other hand, the training program operated and financed by the SUP did not cost the American taxpayer a single cent, meaning that hundreds of thousands of tax dollars were saved, not to mention the considerable administrative expenses of running the WSA and Maritime Commission



training schools. The record of the union emergency training program speaks for itself and will continue to do so in the future.

Looking at post-war conditions as they appear today and considering the excessive number of seamen available everywhere there will be no need for pre-sea training of any nature. As has been said before, the only way to train a seaman is to take him aboard ship and let him learn his business from the beginning upward. In an emergency, a training program should be determined and operated solely by the unions. The operators, with whom we have satisfactory contractual relations and who are well aware of the splendid services rendered by the union in training, manning and sailing the ships, have concurred in this view.

In conclusion, I wish to state that we cannot expect immediate results from the July meeting in London, nor a satisfactory meeting of minds between the position of the American Seamen and the Foreign Seamen's Representatives. Our attendance at the London Conference is necessary and important in order to restate the principles and policies of the SIU on these matters. The membership of our Unions has through long years of hardship and struggle learned to recognize that no trust can be placed into anyone or anything but our own ECONOMIC STRENGTH. Convinced of the duties and obligations of the American Seafaring men toward their fellow Unionists abroad, we trust that our position will in time be understood by them.

## Early Union Builders' Record Is Lauded

By LOUIS GOFFIN

When the SIU was first conceived, it lacked a big bank account and it lacked a large membership. But it did have a small determined group of militants.

In those first days of the SIU there were no union halls. There were, of course, no agreements to insure jobs, and no good wages that would help a man stay on the beach after he left a ship. There was no profit in fighting a union fight, except for the satisfaction a man got out of the fight itself and the knowledge that he was bettering conditions for himself and all seamen everywhere.

Disputes during that period of early organization were settled at the point of production. When companies were organized and agreements made, conditions improved somewhat and the union halls became stronger. The agreements meant so much, for so much had been expended in achieving them, that every man knew them from cover to cover for his particular department and seldom did a ship come in with bum beefs.

Although most of the oldtimers are gone from the ranks, some having been lost in the war and others graduated to officers ratings, their fighting spirit must still be maintained.

Now that we are strong financially and numerically, wise in the ways of union organization and confident in the knowledge



"IT'S A MARCH OF DEATH II"

## Some Beefs Have Time Limit

By J. P. SHULER

The business in the port of New York saw its slowest work in a long time. Not many ships and not many beefs. What beefs there were were settled at pay-off time.

There are a number of men bringing beefs to the hall after it is too late to settle them, such as signing off articles under mutual consent at the request of the master. All members should know that once you sign Articles that you can collect 30 days wages, if you are signed off without cause.

Many times the head of some department will want to get rid of a seaman who has already signed on Articles and he will be bulldozed in to signing off under mutual consent. In this case he

loses a month's wages which is rightfully his.

Of course, merely having your name on the Articles does not mean that you can quit work or take off the rest of your time in port. It does mean that you are protected as long as you perform your customary duties in the right manner. Men finding themselves under this pressure should contact the Special Services department at the union hall before signing off Articles.

Merchant seamen are protected by a number of laws. Some men are ignorant of these laws thereby losing money and conditions. In a number of cases things could have been corrected, if they had contacted the hall for the information beforehand.

## WHAT TO DO WHEN YOU HIT MOBILE

By GEORGE W. THOMAS

MOBILE — Shipping continued to be very good this week, forcing us to call many jobs to other branches, and prospects of shipping for the next several weeks to come are very bright. Patrolmen Neira and Thomas paid off several ships which crewed up in New York. These ships came in with a good many beefs which the Patrolmen were able to settle to the satisfaction of the men.

In this port we make it a prac-

that in union there is strength, it is up to us to see that the old militant spirit of the early days is not lost, for no organization can rest on its present laurels or the achievements of the past. The future will demand a fighting determination for many problems will have to be met.

It is time now as we look into the postwar years to remember how much was sacrificed to build this union and to promise ourselves that the same sacrifices will be made in the future if need be, to preserve the achievements that the oldtimers fought so hard to get and were so vigilant to maintain.

to make every ship at least forty-eight hours before the pay-off, in order that all beefs may be settled and the men can make a clean payoff and get everything they are entitled to. In the past month there have been more ships than ever before in the history of this port coming in for payoffs. It takes time to settle these beefs due to the fact there are so many different companies to contact. It is requested that in the future that the ships' delegates collect all the disputed overtime, and if the Patrolman doesn't get aboard when you arrive, bring it up to the Union Hall so we can square it away and the men can have a clean payoff.

Any men in the other branches who are in need of a job come on down and get a good ship. We have acquired a blackboard similar to the one in New York and also a new bulletin board. In the future the Constitution of the union will be upheld very strictly as far as gambling and drinking are concerned in the hall. We have posted signs to that effect as we are too busy to have to waste time with a bunch of drunks causing a lot of foolish arguments in the hall.





-Unclaimed Wages-
A. H. Bull Steamship Company

Table listing names and amounts under column 'B'. Includes names like Beacher, J. C., Beadle, Harvey, Beasley, Arthur, Beckles, Clarence, Bednar, Michael, etc.

Table listing names and amounts under column 'C'. Includes names like Cardoso, Noer, Cardoso, Adelino A., Carl, Bert B., Carlson, Gustav, etc.

Table listing names and amounts under column 'D'. Includes names like Dall, Salleh, Dalia, J. Paul, Daley, Raymond, Dames, Joseph A., etc.

Table listing names and amounts under column 'E'. Includes names like Eaton, Clifton, Eaton, John, Edson, Bert, Jr., Edwards, Mortimer J., etc.

Table listing names and amounts under column 'F'. Includes names like Faircloth, Harold, Falk, Karl, Fall, Harold K., Faulds, Harold, Jr., etc.

Table listing names and amounts under column 'G'. Includes names like Gallaspy, James, Gallen, Edward, Galvani, Louis, Gantt, Alvin R., etc.

Table listing names and amounts under column 'H'. Includes names like Franklin, W., Jr., Frankowski, Stanley, Fredriksen, A., Frohlich, Herbert, etc.

Table listing names and amounts under column 'I'. Includes names like Gallaspy, James, Gallen, Edward, Galvani, Louis, Gantt, Alvin R., etc.

Table listing 'SIU HALLS' with addresses for various cities like NEW YORK, BOSTON, BALTIMORE, PHILADELPHIA, NORFOLK, NEW ORLEANS, CHARLESTON, SAVANNAH, TAMPA, JACKSONVILLE, MOBILE, SAN JUAN, GALVESTON, HOUSTON, RICHMOND, SAN FRANCISCO, SEATTLE, PORTLAND, WILMINGTON, HONOLULU, BUFFALO, CHICAGO, SO. CHICAGO, CLEVELAND, DETROIT, DULUTH, VICTORIA, VANCOUVER.

MONEY DUE

SS OREMAR
J. Sakers, 9 hrs; Holloway, 5 hrs; Gongalez, 10 hrs; Ester, 23 hrs; Howe, 15 hrs. Collectable at the Calmar SS Company office in New York.

SS LORING
These men, who paid off in Norfolk have the following amounts due them: B. Ricketts, \$60.93; R. Rollins, \$60.93; J. Freeman, \$30.64; C. Manning, \$28.23; S. Bell, \$1.37. Collect by writing to Eastern in Boston.

SS J. BLAINE
W. Gordon can collect \$39.60 by writing to Eastern in Boston.

SS ALCOA MASTER
All hands who were on board during the buzz bomb attacks in Antwerp have an attack bonus of \$125 coming. Collect at Alcoa, 17 Battery Pl., New York.

SS OREMAR
Extra meal money, an even split five ways for 760 meals, are due the following: McTurner, Chief Steward; Brown, Chief Cook; Edwards, 2nd Cook; Norfleet, 3rd Cook; Jackson, Messman. Collect at Calmar, 44 Whitehall St., New York.

PERSONALS

M. A. DUNHAM and A. J. Dean who were on the Cranston Victory on March 10, 1945, contact Benjamin B. Sterling at 42 Broadway concerning an accident which occurred at that time.
Holder of Receipt No. A6607 see Charles Simmons, Patrolman at the New York Hall.
EDWIN L. GREEN
Your retiring card is being held at the headquarters office in New York on the 6th floor.