

# SEAFARERS LOG



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

Vol. VII.

NEW YORK, N. Y., FRIDAY JUNE 1, 1945

No. 22

1945 Memorial Day—For Our Sailors,  
Soldiers and Merchant Seamen.



## Wartime Ban On Ship Movement Information Is Lifted This Week

The men on the beach will no longer have to take ships blind, not knowing whether they will wind up in Manila or Cherbourg. From now on ships movements in the Atlantic and its adjacent waters and, with some limitations, the western coastal waters of South America, can be released by union dispatchers for the information of the membership. The news will also be available for the general press and radio. This leaves shipping in most of the Pacific and the Indian oceans still subject to wartime censorship, however.

### Convoys Dropped

The announcement was made by Byron Price, director of the Office of Censorship, and printed in the May 24 issue of the *Journal of Commerce*, shortly after the British Admiralty and the Navy Department announced abandonment of the convoy system in the Atlantic, and the restoration of peacetime navigation rules with respect to the display of lights, the exchange of signals and so forth.

War Shipping Administration vessels were to be notified today that they need no longer follow the ziz-zag course in the Atlantic and that their radio equipment may be unsealed.

Byron Price, in announcing removal of the restrictions, stressed that the identity and movements of war ships, including transports, remain restricted but there

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## Lundeberg Opposes Plan To Continue USS In Peace Time

The long expected maneuver, on the part of the social workers and their NMU allies to continue the United Seamen's Service into peace time, was exposed this week by SUP President Harry Lundeberg. Lundeberg had been invited to join a phoney front committee which was to "examine seamen's post war needs." One of these "post war needs" was presumed to be continued spoon feeding by the United Seamen's Service.

Lundeberg not only rejected the invitation to serve on the committee, but reaffirmed the SIU opposition to the entire USS set up.

Following is printed the exchange of letters between Lundeberg and Mr. Philip D. Reed, newly appointed chairman of the "fact finding committee."

### MR. REED'S LETTER

Dear Mr. Lundeberg:

At the request of Admiral Land, I have agreed to be chairman of a temporary committee to review post-war needs of American merchant seamen and to make recommendations to the United Seamen's Service. I would like you to serve on that committee.

Admiral Land will attend the first meeting of the committee,

(Continued on Page 4)

## OVERWHELMING VOTE CARRIES STRIKE FUND AND AMENDMENTS

An enthusiastic membership, plainly aware of possible future contingencies, overwhelmingly ratified the special ten dollar strike fund assessment, in a five week voting period that ended on May 23.

Also passed by referendum vote were seven constitutional changes that were submitted to the membership at the same time. The results of voting, as revealed by the balloting committee at the New York hall, showed that the constitutional changes were each passed by better than a 95% "yes" vote.

The Strike Fund Assessment received 88% "yes" votes of all the eligible ballots cast.

Most of the amendments submitted to the referendum vote of the membership concerned themselves with proposals for slight changes in the voting procedure, as recommended by the Agents' conference held in New York

during the week of March 12, 1945. Another dealt with the procedure to be used in submitting financial reports.

The constitutional provision dealing with the reinstatement of members was changed to read that a member more than six months in arrears may be reinstated by a membership meeting upon payment of all back dues, fines and assessments. Members so reinstated shall be regarded as probationary members for a period of one year.

The Strike Fund Assessment of \$10, as stated in the resolution, is a one time assessment—the funds to be used only in case of a general strike of all ships, and then only after a referendum vote of the membership.

The membership, alerted by disturbing occurrences, such as the proposed bonus cut, responded in all ports in support of the resolution.

## BALLOTING COMMITTEE HARD AT WORK



These are the men who checked the votes you cast on the strike fund. On the left side of the table (from left to right) are: Walter Kosmider, 2nd Cook; Louis Galvin, Deck Eng.; Robert Winning, FOW. On the right side of the table (from front to rear) are: Joseph F. Mankuski, FWT; John C. Julicks, AB; Curt Starke, Acting AB.

# SEAFARERS LOG

Published by the  
SEAFARERS INTERNATIONAL UNION  
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Atlantic and Gulf District  
Affiliated with the American Federation of Labor

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51 BEAVER STREET

New York, (4) N. Y. HANover 2-2784  
Second Class Mailing Rights Pending



## A Warning Signal

It is a brazen pimp, indeed, who advertises his trade in the public press. Their way is to pluck at your sleeves from the shadows, plying their sorry profession with a minimum of publicity.

But no such scruples, it seems, inhibit the professional labor finks who flaunt their scabbing activities shamelessly.

In an adjoining column, we reproduce an advertisement that appeared in *Rob Wagner's Script*, the voice of producers around Hollywood, offering to the employers of that area the services of "highly-disciplined" veterans to "protect" their plants, and their "most unique specialty, the ex-Marine Guards Intelligence Divisions" for confidential investigations.

We don't know personally who is the "chief of staff," the "adjutant and inspector" or the other men in this setup. But we do think the military setup, replete with titles and discipline, the wording of the advertisement, are all too transparent veils not at all masking the old fashioned strike breaking outfit such as flourished a few years ago.

We think that the ad, had it been written with more candor, could have read: "Do you want a goon squad to keep union organizers out of your plant? Do you want to hire labor spies to infiltrate the trade unions, disrupt them and put the finger on the leaders? We have on hand a select group of highly disciplined veterans, who have been successfully inoculated with an anti-union propaganda."

It is inevitable, when profits are more important to some producers than any human rights, that an unscrupulous operator should take advantage of the situation to sell the services of professional goons.

But more is involved than a few immoral characters looking for an easy thirty pieces of silver. This advertisement poses two problems that the American labor movement will have to face in the near future.

First is the spectacle of some employers already preparing for that postwar period. Even while beguiling the labor unions with honeyed words of cooperation, some operators are already hiring armed guards and "intelligence" men.

Second, is the use of veterans of the armed forces as an anti-labor force. As the *Seafarers Log* has pointed out on more than one occasion, the great danger facing American trade unions is the employment of the jobless veteran as a strike-breaking, anti-labor unit. Fascist spellbinders will attempt to rally unemployed, maltreated veterans around a standard of dumping the civilians off the gravy train.

This is what happened after the last war. Unless the unions bestir themselves and make a conscious, determined effort to bring the veteran where he rightly belongs, into labor's camp, it will happen after this war.

### FASCISM!

#### CAN A FEW EX-MARINES HELP YOU?

What's your problem? Is it present, or postwar; public, or personal? Either way, we have a service that can be of value to you. We've banded together a bunch of well trained, highly disciplined, smart appearing and well mannered veterans. At a moment's notice, on a 24-hour basis, we can supply you with a uniformed armed guard, a licensed chauffeur, a trained courier, or, given a little time, a hundred men to protect your plant. (Incidentally, we're doing just that for some fifty plants and installations in this area right now.) Perhaps you don't have a factory, let us interest you in our most unique specialty, the **EX-MARINE GUARDS INTELLIGENCE DIVISION!** Who do you want investigated? Ask our Chief of Staff, Harold C. Keyes, formerly of the United States Secret Service, to furnish you with one or more of his well set-up operatives. This isn't just another detective agency (far from it), and if you want further information, call FI 1284 and ask to speak to our Adjutant and Inspector, ROSCOE ARNETT, formerly Lt. Col., USMC (ret.), who was recently in charge of recruiting for the Corps here in Southern California until he retired after 42 years of service. We're pretty sure our veterans can fill your bill.

P.S. If you know an Honorably Discharged Marine who wants a good, permanent job with a future, tell him to call the Colonel, too! Or drop in to 2525 W. 7th St., L. A.

ROB WAGNER'S SCRIPT

Here is an advertisement clipped from the May 12th issue of *Bob Wagner's Script*, published weekly in Hollywood. The services of strike-breakers and stool pigeons are openly and brazenly advertised. Significantly, war veterans are the goons being offered for hire. The returning veteran and his relation to the trade union movement is an issue of paramount importance — as the editorial at the left points out.

These returning veterans are not anti-labor. Returning from the battlefields of the world, they demand what is the right of all of us, a job at decent wages. If they become convinced, through employer propaganda, that the trade unions stand between them and jobs, they will turn against the unions.

If we don't get them on our side, the finks and scabs will.

## Spring Goes To Our Head

We don't want to go out on a limb, but from where we are sitting it seems that the rains have ended, and New York is coming into its justly famous spring weather.

No place in the world is more beautiful than New York in the spring (when it doesn't rain).

What seaman is so salt-crusted that he does not remember with a sigh the gentle breeze caressing the hair of the girls as they relax on the quay. Or the sun, warm and lazing, smiling softly at the young girls on the benches. Or the playful wind swirling their skirts as they saunter back to their offices. Or the happy, happy piping of the songbirds as they watch the young girls stroll through the lanes in Central Park. Or the girls...

Ah, New York in the spring. They will have to double the bonus before we ship out too soon again!



## Many Beefs Squared Away

By LOUIS GOFFIN

Quite a number of beefs were squared away from this office, and elsewhere in the *Log* are the notices of the money due. Some of the beefs were a little weather beaten, but we managed to smack them over, and they are now payable.

Some of these beefs are listed below, in case some of you have missed the past money due lists. On the SS F. Hassler we had a penalty bonus beef, which took a little time to settle, as the War Department held back in letting us know how much penalty cargo was carried. After pushing it for a while we got the information, and all hands now have \$21.93 each coming, taxes already deducted.

On the SS John Gates, nine weeks linen money is now payable to all hands. On the SS Hastings the crew members who joined the ship in Mobile and made the trans-Atlantic voyage, paying off in Boston, have transportation money coming.

On the SS Walfer Ranger, the Bos'n was used to furnish equipment to the prisoners of war. We contended that the Bos'n's job is to handle gear for the crew only. The company squawked, but we held fast, and the beef was settled in our favor, at three hours a day.

On the Cape Faro, the two wipers have 92 hours coming to each, for various types of work done below. Every item was settled in their favor.

The record of the SIU in settling beefs is unexcelled, and if a guy has anything coming we make it our business to see that he is paid.

I note in the NMU Pilot where these commie fakers are rapping the SIU. This is a healthy sign; every knock is a boost. They are weeping and wailing that the SIU officials won't back their sell out plans.

They are the outfit who are in favor of the ship sale bill, that is, they are in favor of turning over our ships to their comrades, the Russians, instead of favoring the sale of these ships to strictly American operators.

They rant and rave that we won't support them on the phoney set up wherein the Coast Guard would take over the entire Merchant Marine and keep their kangaroo courts in operation to put bonafide seamen on the beach. They rap John L. Lewis, and yet it was not so long ago, when Lewis was head of the CIO, they were cheering him.

These Commie bums rant and rave to the four winds, but the rank and file of the seamen are wise to these labor fakers whose only interest in the seamen is to carry out the party line of their masters from Moscow.



By PAUL HALL

**CANDIDATE FOR OBLIVION**

There has been considerable space devoted recently in the various newspapers to the fact that President Truman is contemplating the cutting down of the various government bureaus and boards. Truman seems to be economic-minded regarding the spending of federal dough on overlapping bureaus.

The Seafarers has a candidate for this cutting down process. We offer the RMO Division of the WSA.

These people pay out plenty of good dough to men to stand by in the various ports. This was getting to be such a big joke in the maritime industry that even the WSA got the jitters and made some mild attempts to change things. Nevertheless, this dough being spent is still going out.

In addition to this, a comparison of the WSA's operating expense for each man shipped with any maritime union in the field, will show that there is expense padding some place. These people are charging the Government thousands of bucks for the handling of very few men.

Their shipping system and handling of men is obsolete, but then what can you expect from a "bureau?" They figure, and this is the angle taken by all bureaucrats, that the more awkward these things are handled, then the more jobs there will be for some of their bureaucratic pimps.

If ever there was a bunch of fakers drawing good government dough for doing absolutely nothing, then it is certainly these people. To make room within their organization for the various commie stooges whom they seem to prefer to anyone else, they certainly abuse everything that is efficient or economical.

Our opinion is that these facts should be called to the attention, not only of the President, but of the people who are responsible for the activities and behavior of these RMO officials. It is our further opinion that the RMO should not be revised just for economy's sake, but should be eliminated entirely.

**STRIKE FUND MEANS POWER**

Voting has been completed and the ballots received from all branches on the constitutional amendments and the resolution calling for a \$10.00 strike assessment.

The balloting committee has completed tallying ballots from all ports. They report that all the amendments carried and that the strike assessment resolution carried by over 88% majority. The carrying of this \$10.00 strike assessment will come as a surprise to the rest of the maritime industry in the face of some maritime unions preaching their own post-war "no strike" line. It is no surprise to members of the Seafarers because the Seafarers' position and policy has always been clear on this issue and it is very interesting to note that even in spite of high powered propaganda in the field against the SIU policy, the membership has shown that this is the policy they believe in. By having passed this resolution, the Seafarers will now be able to build a large strike fund; a strike fund which will be the equivalent of giving us extra power to fight any dispute with any shipowner.

**OLDTIMERS RETURN TO GULF**

From all reports heard up this way, the Gulf area is beginning to pick up now. A couple of old timers shipping out of the Gulf—Bill Frederick, and Danny Byrnes—paid off here recently and stopped by the hall for a while before they grabbed a rattler heading for New Orleans. These fellows told us that the Gulf is returning to the old style now as in the pre-war days.

It is good that some of these old timers do drift back into the Gulf as we know that during the war, shipping fell off in that area considerably and as a result many of the old timers from down that way started to ship from both east and west coasts. Now that shipping is returning to all Gulf ports, it looks as though it might be quite a boom there. Our old timers should go back into that area and help to educate the green membership down there and work with the officials in seeing that the expansion of the Seafarers is handled properly.

In the very near future, the Ports of New Orleans and Mobile will probably have the ships traffic in those ports increased by at least 100%. This is due partly because of a return to those ports of some of the operators using them as key ports in their peacetime set-up as well as the fact that quite a bit of the overflow from the west coast will be handled there.

**Secretary of Labor**



Lewis B. Swellenbach, 50-year-old former Senator from Washington, is the new Secretary of Labor. Swellenbach's Congressional record was New Deal, and generally pro-labor. As an attorney he frequently represented trade unions. In the Senate he supported all major legislation backed by organized labor. (LPA)

**President Truman Installs New Regime In Labor Dept.**

There is finally going to be a change in the Labor Department. Next month Madam Perkins will step down as Secretary of Labor, and her place will be taken by Lewis B. Swellenbach, a Federal Judge and former Senator from Washington.

During his term as Senator, Swellenbach had what was known as a "liberal" record. He was an orthodox New Dealer and supported such legislation as the Social Security Act, Wagner Act, Wage-Hour Act, and other similar bills.

Toward the close of his term in December 1940, Roosevelt rewarded him with a federal judgeship for the eastern district of Washington.

Shortly after President Truman's appointment of Swellenbach, AFL President William

Green's statement declared: "We regard Judge Swellenbach as a most capable and well-qualified man to serve. He showed that he possessed a very clear understanding of labor and labor's problems when he served in the United States Senate. His record there was excellent from a labor point of view. We look forward to his service as Secretary of Labor with a feeling of confidence and satisfaction and will gladly cooperate with him as fully and completely as possible.

"In addition to that, we are going to urge that he take steps to consolidate within the Labor Department all the agencies of Government that deal with labor problems and labor questions and in that way to expand the service of the Labor Department.

"We hope that he may set up an advisory committee so that we may serve with him and cooperate with him in his work as Secretary of Labor."

**Messmen Seen Important Cog In Ship Operation**

Last week the New York Dispatcher received a letter from the Smith & Johnson Port Steward, which made a good point. Frank P. Hoover pointed out the vital role played aboard ship by the "lowly messman."

Every man on the ship has important work to do, and none should be looked down upon by other members of the crew. In this respect, Hoover made a contribution when he wrote:

"I feel that you have basically discovered something that your organization should make every effort to impress upon the members; that is, that these new men coming into the Stewards Department are just as important a cog in the wheel as anyone else on the ship and they are not to be classed as a so-called "lowly messman" but as one who has a large responsibility.

"This particularly applies at the present time with the great food shortage because he is the man who handles the food and if he does not have any incentive to take care of the food on his ship he can waste untold pounds, which by the end of the voyage will show up on the general feeding aboard the ship.

"You yourself, as a seaman, know that no matter how good a crew you have, if your Stewards Department does not function correctly it upsets the whole morale of the rest of the ship."

Well said, well said. All hail the messman!

And we, on our side, would like to point out that Mr. Hoover is one Port Steward with whom it is really a pleasure to deal. The SIU has always found him gentlemanly and courteous in handling the various disputes that arise between the company and the union.

**New York Shipping Sets All Time Record**

Nearly 20 per cent of the 77,000,000 tons of supplies shipped to the battle fronts from all American ports last year went through New York harbor, setting a record.

The tremendous accomplishment of the merchant seamen in maintaining the supply line under the greatest of difficulties has brought acclaim from military and governmental leaders, as a vital contribution to the victory.

**BOSTON AGENT IN NEW YORK**



Johnny Mogan, Boston Agent and Vice President of the International, stopped off in New York last week on his way through to the Great Lakes on union business. When he walked into the Log office we made him pose for his picture.

Brother Mogan has high hopes for brisk post war shipping out of Boston, and invites all ratings to come to "the home of the beam and the cod."

**Censorship Ends**

(Continued from Page 1)

is no objection to publication or broadcasting of the identity and arrivals of transports from Europe in Atlantic or Gulf Coast ports after they have reached quarantine.

Vessels arriving or departing at East Coast ports with military cargo, particularly if consigned to the Far Eastern combat zone, will continue to be treated as during the earlier years of the war, even although they happen to touch en route at ports within the "free" zone.



# Seafarers Oppose Continuing USS Operations In Peace Time

(Continued from Page 1)

which will be held on the 48th floor of the General Electric Building, 570 Lexington Avenue, New York City, on Friday, June 1st. We will meet at 12:30 p.m. for luncheon and continue into the afternoon as long as necessary.

It does not seem probable that many meetings will be required. On June 1st, we should be able generally to review the situation, and if we decide additional facts are necessary, we would assign responsibility to individual committee members or sub-committees and hold another and hopefully a final meeting in the late summer or fall.

Enclosed you will find the names of those invited to serve on the committee and a tentative list of some of the major questions to which we should address ourselves.

With a few days I will send you a digest of a report prepared by the staff of the United Seamen's Service, which gives helpful data.

I know that there are many demands upon your time, but this is an important subject and I hope you will serve and can arrange to be present on June 1st. If this is not possible, will you appoint someone from your organization who could represent you?

Sincerely yours,  
(s) PHILIP D. REED.

~ ~ ~

## Questions to be considered by the Committee on Post-War Services to Seamen

(1) Should any of the present USS functions be continued? If so, where?

- a—In overseas ports?
- b—In domestic ports?

(2) Which functions should be continued?

- a—Residential clubs.
- b—Recreational services.
- c—Personal Services.
- d—Medical services, including rest centers.
- e—Public education and interpretation.

(3) If some of these services should be continued, under what auspices should they be organized??

USS is a private, non-profit making group organized under the auspices of the War Shipping Administration. The Board of Directors and the Executive Committee include representation from the shipbuilders, ship operators, maritime labor unions, War Shipping Administration, the U.S. Public Health Service, and the public.

(4) If there should be an international organization continued, what should be the relationship between it and the old line seamen's welfare agencies, such as the Bethels and Seamen's Church Institutes?

(5) Approximately how much money will be needed for the program and how should it be secured?

## THE UNION'S REPLY

May 17, 1945

Mr. Philip D. Reed  
Chairman of the Board  
General Electric Company  
570 Lexington Ave. at 51st St.  
New York 22, N. Y.

Dear Sir:

I have received your letter of May 8, 1945, inviting me to serve on the committee dealing with post-war services for the American merchant seamen.

If you are unfamiliar with our position in regard to the United Seamen's Service, I am enclosing,

for your information, a copy of a letter sent to Admiral Land, dealing with the status of our organization of seamen, affiliated with the American Federation of Labor, on both coasts and in the Great Lakes, in reference to the United Seamen's Service. This is the official position of our organization and has not been rescinded by any of our membership.

I have carefully scrutinized the questions to be considered by the committee on post war services for seamen, and I have had your letter distributed to our membership. We have discussed the matter fully in meetings of our membership at each port, with hundreds of members present, and I have been instructed by the membership, by duly passed motions, that neither myself nor any other official of our organization can become a member of your committee. I was also instructed to inform you of the reasons for our position in this matter, which are as follows:

The overall reason is that the membership of our organization is composed of bonafide seamen who are going to sea today, who have gone to sea before the war, and will continue to sail after the war. It is their opinion that there is no necessity for the United Seamen's Service, such as residential clubs, recreational and personal services, public education and interpretation, are not desired by the men going to sea.

We are looking at this proposed post war era program from a practical viewpoint. The American merchant seamen, as you know, are civilians. They work for wages and conditions which are negotiated for by the union, and they should be treated as any other American wage earner. They do not need an organization, which we term as a charity organization, to take care of their needs and wants. We are primarily interested in attaining the maximum possible wages from our employers and the best conditions possible for the men going to sea. We feel, as American citizens, that we should not have to rely on social services, such as the United Seamen's Service or any other type of service established for the seamen. In the minds of the men who go to sea, that becomes degrading.

We know that at the present time, some of the United Seamen's Service recreational centers have become political propaganda centers for certain people who are preaching political philosophies which are un-American, and which are against the Constitution and the welfare of this country. We know that the United Seamen's Service has furnished social workers, has paid for and established social services in certain union halls, not however, affiliated with the American Federation of Labor. We are opposed to these types of services, for the above reasons, and will continue to be so.

We are also of the opinion that behind the purpose of all these charitable activities for seamen, there may well be people who intend to supplant the activities



and functions of the union by these charitable set-ups.

There is only one need which is paramount, in our opinion, which should be maintained after the war, and that is rest homes for men who have gone through certain war hazards. We reiterate our former position, that these rest homes should be under the control and management of the United States Public Health Service, which, as you know, under the law is responsible for the medical care and hospitalization for merchant seamen. We strongly feel, and we are on record to the effect, that any establishments which deal with the health, the physical and mental welfare of the men needing such attention, should and must come un-

der the United States Public Health Service. Therefore, we can see no need for the duplication of such a service by the United Seamen's privately operated charitable organization. All we want is what we are entitled to under the law.

I hope you will understand our position and the reasons why I can not accept your invitation to serve on the committee. The above opinions are not the opinions of individuals, but express the mass feelings of the men which we represent.

Sincerely yours,  
HARRY LUNDEBERG,  
President, Seafarers International Union of North America, Affiliated with the A. F. of L.

## V-E Role Of Seamen Praised By Leaders

Recognition was made this past week of the vital role played by merchant seamen in the victory over Nazi Germany. Both military and civil leaders paid tribute to the rank and file men who delivered munitions and supplies to the European armies. Statements came last week from Gen. George C. Marshall, U. S. Army Chief of Staff; Admiral E. J. King, Commander in Chief, United States Fleet, and Chief of Naval Operations; Gen. Dwight D. Eisenhower, Supreme Allied Commander; Admiral Chester W. Nimitz, Commander in Chief, Pacific Fleet and Commander in Chief, Pacific Ocean Areas; and Lt. Gen. Alexander A. Vandegrift, United States Marine Corps Commandant.

General Marshall said, "The American merchant marine has carried out its war mission with great distinction, and has demonstrated its ability to meet the challenge of redeploying our full power in the Pacific."

Admiral King said, "The armed forces, with the help of the merchant marine, have pushed the fighting 5,000 miles west. Together, they'll go the rest of the way."

Devotion of duty by the men at sea was praised by General Eisenhower: "The officers and men of the merchant marine, by their devotion to duty in the face of enemy action, as well as natural dangers of the sea, have brought us the tools to finish the

job. Their contribution to final victory will long be remembered."

General Vandegrift pointed out how the Marine Corps has been aided in its invasions by the merchant marine. "The men and ships of the merchant marine have participated in every landing operation by the United States Marine Corps from Guadalcanal to Iwo Jima — and we know they will be at hand with supplies and equipment when American amphibious forces hit the beaches of Japan itself . . . we of the Marine Corps salute the men of the merchant fleet."

All those in favor of sending copies of these statements to the Maritime War Emergency Board say "Aye."



## Galveston RMO Officials Try To Take Over Seafarers Hall

The attempts of a government agency to usurp the rights of a labor union, because the politicians have nothing to do and see their easily earned salaries slipping away, is both annoying and amusing the labor movement in Galveston, Texas. As in other ports throughout the country, the WSA set up its RMO office in Galveston to supply cheap and docile labor for the shipowners. The stock in trade of the RMO is the newly hatched sea scouts turned out by the various government maritime schools—the ones that advertise, "Learn to tie a knot, become a seaman, and earn lots of dough."

Most of them youngsters, they not only know nothing of the maritime industry, but are inexperienced in the labor market generally, and it takes them some time to wise up to the fact that they are getting a hosing from the shipowners. By the time they do, the RMO has another bunch to send out.

And there's where the beef comes in. They can't send them out in Galveston, not to SIU contracted ships, since the union hall has enough men on hand to man its own ships. If necessary, seamen are called from the outports.

So here you have the picture of the RMO, with its joint packed to the rafters with those kids dressed up in their cute sailor suits and no place to go. The RMO took it as long as it could, and then blew its top.

Now every time an SIU ship hits the port it calls the SIU hall and demands that the union take men from the RMO whether we need them or not. Dolar Stone, SIU agent in Galveston, tells them politely where to go, and sends out only a union crew. It happens every time, without fail. The RMO doesn't seem to get the idea.

At first it was amazing, then amusing to Stone. Now it's getting to be a little annoying. "When will these government-employer agencies realize," asks Stone, "that they were created to help out only if the unions were unable to handle the job, and not to take over the unions?"



**QUESTION: What Would You Most Want To See In A Seaman's Bill of Rights?**

**MICHAEL MATKO, FWT:** I want a chance to go back to school and complete my education. I'm in the engine department, and I'd like to go to school to study engineering, so I can get a higher rating. Sailing is my profession, and I want to make the most of it. Those of us who had to go to work at an early age, and never had the chance to study should have that chance now.



**EDWARD J. KOCANOVSKI, 2nd Cook & Baker:** I'm interested in hospitalization and pension provisions. I intend to continue shipping and I want security on the job. However, whatever bill is passed should be supervised and inspected by merchant seamen, and not by a bunch of landlocked Washington politicians who have no understanding of or sympathy for the problems of the merchant seamen.

**JAMES F. BYRNE, Steward:** I'd like most of all to see good, substantial hospitalization and pension benefits for war disabled merchant seamen. Unlike the soldiers and sailors, the war injured merchant seamen have no protection. If anything happens to us, we are through — there are no laws that take care of us. We should have at least the same that shoreside workers, in far safer jobs have. We have war casualties—they don't.



**WALLACE PERDUE, MOW:** I'd like to see most a good provision for home loans. I am going to get married in the near future, and I'd like to see my wife comfortably set while I'm out to sea. Also, I'd like to have a place of my own to come back to when I come back from a trip. I don't think a seaman should be deprived of the normal life that shoreside workers have—marriage, a home of his own, and a family.

**Herbert Ward Tells Role As Guerilla In Philippines**

Adventures that rival any to come out of this war, and almost as hair raising as some of the stuff that the high pressure writers write down in Greenwich Village in New York City, were revealed in the **West Coast Sailor** by Herbert "Buck" Ward of the SUP, in his own story of his activities as a guerilla in the Philippines.

His ship, the SS Capillo, was sunk at Corregidor on December 29, 1941, and together with the other SUP members, Ward stayed on in the Philippines, taking supplies to nearby points. In March, 1942, told by a naval officer that the situation was hopeless, and given an offer of a small boat to make their escape, the men set out. Running into some Japanese fishing boats which fired on them, they turned back to the mainland, destroyed their boat and waded ashore, evading the Japanese sentries.

Ward went to the home of Charles Sturman, an SUP member, and stayed there until June, 1943, when a notice in the paper that anyone harboring aliens would be severely punished came to his attention. Rather than jeopardize his friend, "Buck" Ward turned into Santa Tomas Civilian Concentration Camp.

During the time in the camp Ward and Frank Peters, a Cavite Navy Yard worker from Oakland, would go over the walls between roll calls. Stealing Jap radio equipment, and hooking up to the Jap Commandant's car at night they furnished radio news from California to the Philippines.

He went over the wall in July along with several others to or-

ganize guerilla activity, but was captured some months later. Taken to Fort Santiago, Ward was punished and tortured in an effort to make him reveal the location of the guerilla camp, but they could not break him down. After the Japs gave up, they sentenced him to 25 years in the Monte Lupe prison at New Bilibad. In a short while a prison break was engineered in which 150 inmates escaped, who once again joined the guerillas.

They were harassing small units of Japanese that wandered into the mountains, when about the last of December, 1943, they heard that American forces were near. So they went down from the mountain in force to liberate Carmona, Cavite, killing some sixty Japs. They set up military police in the town and then proceeded to Binon Laguna, and freed that, too.

After liberating three more towns, they met up with the 11th Airborne Division and set off with them. Then runners caught up with them to tell them that the Japs had returned to Binon Laguna again, killing the guerilla unit there. They went back, exterminated the Japs, and continued their campaign, with the aid of a mortar and two bazookas given them by the Army.

The guerillas joined with the regular army units again to mop up the scattered elements of the Japanese forces in the Caramoun Mountains.

Then their job was done. In the words of Ward himself, "After this was over, we were able to 'adjourn action'—and return to our status as merchant seamen."

**The Little Flower And Brother Joe**

By J. P. SHULER

Business in the port of New York for the past week has been on the slow side with only 21 ships paying off and 23 signing on.

Three of the payoffs were in Army bases and, sorry to say, the crews paid off without waiting for representation. On the SS Lou Gehrig, several of the members came to the hall and stated that most of the crew were going to payoff regardless of where it was held.

This shows poor unionism, and the members might well remember that they can have representation aboard the ship at payoff time if they demand it. We are now contacting all of the companies on ships paying off in Army bases, and have hopes that in the future all ships tied up in Army bases at payoff time will payoff in the company office.

There are a number of Liberty and Victory ships coming into New York now that are being converted into troop carriers. This has slowed shipping up in the port a little, but as soon as they begin coming out of the shipyard shipping should pick up a bit.

The manning scale for these ships is being worked out between the shipowners and the union. The WSA has tried to stick its nose in as usual, but the Seafarers is taking the stand that we will bargain with our contracted owners and disregard the bureaucrats.

Last week the Pilot ran a picture of the "Little Flower" and Joe Curran. It stated that the "Little Flower" called Joe Curran "brother," and asserted that the seamen must not take a cut in wages after the war.

But as soon as he left the NMU hall, the "Little Flower" issued a statement that he would use the city employees to fink on the elevator operators if they were to strike for wages and conditions.

It will now be up to Curran to furnish these city employees. There aren't enough men that are willing to work under the city



**High Praise For Steward**

The following is a copy of a letter, signed by the crew of the SS Finley Peter Dunne, addressed to the Stewards Department. We ask that it be printed in the Log so that the entire union may know of the good work done by these brothers.

- "To Courtland Bailey, Chief Steward,
- Al Bailey, Chief Cook,
- Tom O'Donnell, 2nd Cook and Baker,
- Richard Wilson, 3rd Cook,
- And other members of the Stewards Department:

"In gratitude, and to show our appreciation, we, the undersigned, crew members of the SS Finley Peter Dunne, wish to thank you for the fine treatment we have received during this trip, and we will pass the good word

along to brother members on other ships we sail in the future."

The letter signed by the following members:

- Whitey Godfrey, Bos'n; Chuck E. Collins, Carpenter; H. J. Veasey, AB; Carl Thorsen, AB; Walter Gustavson, AB; Austin McMahon, AB; Robert A. Kennedy, AB; John Decker, OS; William O'Brien, OS; Edgar Nelson, AB; E. Panicali, OS; G. T. Payne, FWT; Charles Doroba, FWT; Benny Goldfein, Wiper; Justo R. Velasquez, Deck Engineer; Edward J. Williamson, Oiler; Robert A. Hunter, Oiler; Vincent M. Russo, Oiler; Wilbert Blanton, FWT; Bernard L. Gabor, Wiper.

**Honor Roll**

H. C. Nickels .....	1.00
H. E. Gruber .....	1.00
Nels Evenbeck .....	1.00
J. Gorrie .....	.59



paid wages to keep the streets clean, or do any of the other jobs that the city needs done, as can be seen by thousands of posters advertising for city workers.

**Keep In Touch With Your Draft Board.**

# AROUND THE PORTS



## New Orleans Hums With Jobs

By E. H. HIGDON

NEW ORLEANS — Things are still holding good here, and Brother Smith, our Dispatcher, is giving way at the seams trying to fill all the jobs on the board. So far, for the past two weeks, he has done it without calling the WSA, which makes them very, very unhappy.

The meetings in this port are getting better all the time, with all hands getting up on their hind legs to have their say.

The Tow Boat and Allied Workers Union (an SIU affiliate) is calling on us for men, and we have been able to supply a few—mostly members who have had their papers suspended by the "Gestapo." You don't need papers to work these tow boats.

We are getting an Isthmian ship in her every now and then, and all the crews we talk to are very much interested in the Seafarers.

We have been having a bit of trouble because some crews are bringing in dirty ships. By this time, those fellows ought to know that SIU ships are clean ships. No crew likes to go aboard a dirty scow, and have to clean her up before they can live on her.

Brother Sullivan had a little beef on the Bodie Island, Moran Towing Co. It seems that the mate wanted to be mate and an AB, too. Also, he thought he could have the Icebox Commandos do seamen's work, but he soon found out that he couldn't pull that stuff.

We also had the same trouble

on the William Bevans, Eastern SS Co., along with a beef about dumping garbage. This mate claimed he was a good union man. When asked what union, he said NMU, and Brother Sullivan gave him the horse laugh. We won the beef; the boys got paid.

We understand through the grapevine that our former Agent, Frenchy Michelet, is shipping out. He must have found out that one of the ships he used to be Steward on is due in soon. However, we will have to check with Brother Shuler on this.

Rumor has it that the Mississippi Shipping Co. will get a new C-3 here in the Gulf soon, but this is only rumor so far.

## NOTICE FOR ALL AGENTS

Keep your eye open for M. A. Steahan, Chief Cook and Steward, now aboard the MV Tybee (Moran).

This man did not clear through the hall, claiming that the company told him that he did not have to clear. When we checked we found that this was not so, that he was told to come to the union hall before going aboard the Tybee. He signed on, and the ship has now sailed.

All ports are to look out for this man, and keep him off your ships.

LOUIS GOFFIN

## Two Ships From The Same Line But What A Different Pay Off

By HARRY J. COLLINS

PHILADELPHIA — We had quite a few ships in the last week, and handled them in stride. The SS Anton Dvorak of the Robin Line had the prize beef of the week.

The Oiler and the Fireman were both required to relieve the four to eight for supper, and they only collected a half hour apiece for this work. Ordinarily, the fireman relieves the watch for supper and collects one hour for the work. However, I understand from the company that the point was clarified last September, and

it was agreed that they were to pay for no more than one hour for this work.

(Editor's note: This is being taken up by the New York office, and will no doubt be squared away. Robin is one of the last of the Seafarer's contracted outfits to start paying this particular beef.)

Captain Watke, a former Port Captain for the Robin Line, was skipper on this ship, and, putting it mildly, she sure was in one hell of a turmoil. There was nothing but beefs on her, especially about the food, which was absolutely terrible.

The crew had written charges against the Steward, which they took to Baltimore, where most of the crew came from.

In comparison, we paid off the SS Charles W. Stiles, also of the Robin Line, and that was a ship of another color — hardly any beefs at all. Both these scows were out for more than five and a half months, and there was one thing they had in common—the wishy washy manner in which they paid off the crew.

The company should adopt a system whereby they give the crew a written statement of wages, bonuses, draws, slops, social security and withholding deductions. Then the payoff would be much simpler. As it is, the men think they are being short-changed because they don't know how much is withheld for taxes.

If they were given a statement of wages, as is done by South Atlantic and other companies, there would be little or no misunderstanding at payoff.



## Bum Beefs Weaken Our Union

By PAUL GONSORCHIK

NEW YORK—Shipping is very good here, and if anyone in the outports wants to ship out of New York, and is having difficulty in getting here, make arrangements with your port Agent for transportation. Of course, this means you must ship out upon arriving at the New York hall.

We are again having trouble with certain kinds of beefs, the kind that are almost uncollectable—as for example, when you sign articles, and are fired because you went out to get stewed instead of doing your work.

Red Truesdale went out a similar beef the other day, and Red go six days for this member. The company paid, but let's not have this sort of thing. Eventually you will be demanding to get paid for the time you do not work, or even just for looking the ship over.

Don't forget the union is sticking its neck out when it takes a bum beef, so be sure you are doing your job. If someone has been signed in your place while you are also on articles, we will handle your beef. But don't lay down on the job, and get fired for it; for if you raise hell then, you are setting yourself before the Coast Guard.

We have built the SIU into a strong union, second to none, an honest union that does whatever it can to settle your beefs. To the membership, the union is known for the way it jumps to their aid. To the outside, the important thing is its reputation for sincerity and honesty. Let's keep it that way—it only takes a few bum beefs pushed by small time gyp artists to ruin the union's reputation. So keep your beefs legitimate.

Understand your shipping rules, your contracts with the various companies. Above all, study your union constitution and read up on the union literature. If there is anything you don't understand, ask any union official—that's why we have them. I'm sure they will be very cooperative in giving you the desired information. None of us knows too much about anything, unless it's getting fouled up with the law.

The more you know about the union and the way it works, the easier it will be to keep the union on an even keel.

And don't forget, please, don't ask the dispatchers to get you a day's wages because you went out to look over a ship, without taking the job.

## Organizing Progress Reported By Vancouver, British Columbia

By HUGH MURPHY

VANCOUVER, British Columbia.—I wish to commend the SIU on the good organizing material it is putting out. It sure hits the spot around here. I would appreciate your listing Vancouver and Victoria on all printed matter you turn out. This means a lot to the "International" on this coast, as we are conducting a strong organizational drive at present and of course, have the commie controlled "Canadian Seamen's Union" to combat, as well as the shipowners, and the unorganized seamen.

We started voting the CPR fleet today. Voting should take about ten days. A ballot was ordered by the NWLB to substantiate our application which had been challenged by the "Canadian Seamen's Union" and the "Brotherhood of Railway & Steamship Clerks." Neither of these organizations could substantiate their counter claims to our application to the Board so were ruled out. The vote is being taken SIU or no union. We are looking forward to an 85% or 90% SIU vote.

We are gaining strength daily in spite of the opposition we have to contend with and will some day soon be a real asset to the International.

## Expect Shipping Swing Toward West Coast

By ROBERT A. MATTHEWS

SAN FRANCISCO—This is the initial report from this port of the country but you will be hearing more from us from week to week. We have obtained a brand new office from the International at 105 Market Street and we have also office space in the Sailors' Union hall at 59 Clay Street, where we are in constant contact with the membership. I might add too that we are getting very valuable assistance and co-operation from all the west coast officials in this port.

I have spent most of my time so far in setting up a working system, etc., while Brother Kimball, who is assistant west Coast representative, has been on the front most of the time. He has been working right with the Pacific District Patrolmen in paying off ships and settling disputes of different kinds. We have managed to keep fairly busy so far and we are just about in a position now to handle any problem which might arise.

The most important message I wish to get over to the membership at this time is this: You have seen fit to put your own paid officials out here on the Pacific Coast to represent you. Okay, you have them now and you'll have just as many out there as it takes to do the job efficiently. But you also have some responsibility in this matter.

As the tempo of the War in the Pacific accelerates and the activities in the Atlantic subside, the bulk of the American tonnage is going to be shifted out to this theatre. That means, in a nut shell, that it is absolutely imperative that you Atlantic and Gulf District members will also have to come out here and help man these ships.

The Sailors' Union and the Pacific District of the SIU have been doing a damn good job in manning the ships so far, but the time is come when you can't expect these organizations to carry the burden alone.

In my opinion at least seventy-five per cent of the American tonnage will be operating out of Pacific coast ports, leaving twenty-five on the Atlantic and Gulf coasts. This will mean that unless you men come out here, there will be one hundred per cent of the membership competing for jobs on twenty five per cent of the available ships. So for the sake of yourselves and the organization I trust you fellows will heed this call.

We are building a new office here in the hall, and Brother Wollee, the old SIU wood butcher, is doing the job. Let's hope he does right by us.

In closing, we'd like to remind you that when you take a ship and then change your mind, bring your shipping cards back to the hall. If you do this, we will be able to ship another man in your place. If you don't, and we are closed when the ship sails, the company will have to go to the RMO, and that ain't good.

Keep In Touch With Your Draft Board.

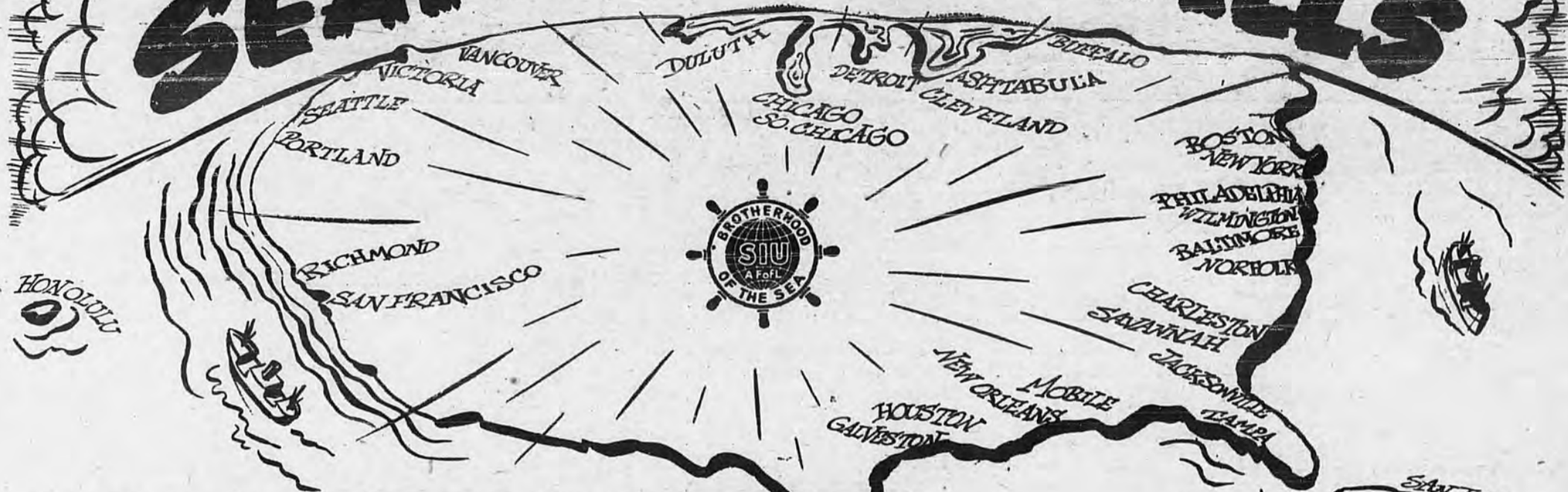
Chasing Rainbows



When the fishing season opened in Hollywood, screen actress Poni Adams took time out to go and cast for rainbow trout. Looks like fun.



# SEAFARERS' HALLS



## ARE HEADQUARTERS FOR ISTHMIAN SEAMEN...

There is more to a union hall than just dispatching men to jobs. Even though Seafarers' jobs are the best paying in the industry, even though Seafarers' working rules have always been pace setters on the waterfront, the SIU does not confine itself to winning shipboard conditions. Seafarers' halls are organized to give the men off the ships the maximum comfort and relaxation. Part of this is the maintenance in every port of efficiently operated baggage rooms.

All Isthmian Men are invited to use the Seafarers' free baggage checking service. A package or a brace of sea bags will be checked for a day or a month. Your gear is safe and there is no charge. All Seafarers' halls are conveniently located near transportation and port facilities.



### The SIU Brother

in this picture just paid off a trans-Atlantic ship and is checking his gear with the baggage master in the New York hall. He will probably leave it checked until he ships out again.

**SEAFARERS  
INTERNATIONAL  
UNION**