

# Macauley Whips Up Strike Scare In Smearing SIU-SUP

## USS Is Picketed By Angry Merchantmen

The United Seamen's Service, that super-doooper, stream-lined, guilt-edged charity outfit, was picketed this week in New York by a group of seamen who were fed up with the anti-union moves of this reformer outfit. Picket lines appeared on Monday evening before the Andrew Furuseth Club and on Tuesday before the USS headquarters at 39 Broadway. The signs carried by the pickets centered their attacks upon Mr. James Moore, a union-baiting character who is now New York Port Director for the USS.

The immediate cause of the picket line was the firing by Moore of Jerry McGlade, a seaman employed at the Andrew Furuseth Club. Ever since Moore has been in charge of the club he has been house-cleaning the organization in an effort to eliminate all those who fail to lick his boots or who show any real sympathy for the seamen and their problems. McGlade is a disabled seaman, having lost an arm and a leg abroad, and was employed at the club before

Moore took over.

"The very fact that I was a seaman seemed to irritate Moore," McGlade said, "and I could see that he was determined to ease me out and put in some boys' club reformer."

Moore's way of easing McGlade out of his job was to demand that he run for the cops each time one of the boys in the bar got gassed up a bit. McGlade naturally objected to calling the cops just because the boys had heaved a few too many—and he was fired.

Mr. Marshall Dimock's mother-in-law also came in for some blasting on the picket cards. She is the one who demanded that a seaman be arrested when he absent-mindedly walked off with her fountain pen a few weeks ago. This was reported in Dushane's column week before last.

The picket signs labeled Moore a "Little Caesar" and demanded that the "USS Be Staffed With Seamen—Not With Dimock's Relatives."

Captain Edward Macauley called reporters into his office early this week and issued hysterical charges that the SIU-SUP was planning to strike and announced that the WSA was laying plans to use the Army, the Navy and the RMO trainees to break the strike. This deliberate smear of the SIU-SUP was immediately given a big play by the nation's press—all the major papers in New York devoting scare headlines to the story.

## New 'Luxury' Life Rafts Tested

OAKLAND, Calif., Nov. 29 — The latest "luxury" raft which will carry torpedoed soldiers and seamen away from their transports and merchant vessels in enemy-infested waters is designed to help meet the recreational needs of the survivors as well as to make life easier for any seriously wounded men aboard.

A Bible, a deck of playing cards, a carton of cigarettes and two canvas berth beds, on which men in a critical condition may lie in comparative comfort, are standard equipment on every raft. And when the new arc-welded steel life-saving apparatus underwent its final inspection test at the L. A. Young Spring and Wire Corporation's plant in Oakland, a stove and

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This was, of course, just as Macauley planned. His deliberate slander against our union was couched in language designed to make it appear that the union was sabotaging the war effort, thus assuring that the employer press would give it a big play.

Actually no strike threat had been made by the union. What raised Macauley's ire was Harry Lundeberg's letter of protest against the Stalinist inspired move to eliminate many old-time seamen from their trade by establishing rigid physical requirements. Macauley, with a long record of supporting the Stalinists in maritime, took the Lundeberg letter as a personal affront and rushed to the press with his hysterical threats.

What is significant in Macauley's performance is not so much that his snottiness is due to the weakness of his arguments, but that for the first time the unions are threatened by a government

bureau with the use of the RMO trainees as strike-breakers. The SIU-SUP has predicted from the very beginning that the WSA would attempt to use the thousands of government trained kids as finks once the war ended and the shipowners and the unions come to grips. Now, even before the war ends, the WSA whips up a fake strike scare just to give it an excuse to threaten the unions with its trainees.

Macauley told reporters that the government has 28,000 seamen available to break strikes. That's a lot of bunk. What he didn't tell the reporters is that the great majority of the trainees have joined the various maritime unions and are not the docile finks he considers them, and that the men he proposes to man the ships with have had no actual sea experience and are practically all unrated men. When the real test of strength comes between the unions and the shipowners (and their controlled government boards), we can promise Mr. Macauley that the great majority of his trainees will wind up on the side of the unions. He shouldn't be too cocky about how many strike-breakers he can throw into the waterfront.

So much for Macauley's diversionary tactic—now for the real issues between us.

This move to eliminate the old timers from the industry arises from a need on the part of both the Stalinists and the shipowners to pick off the old and tested militants in the unions. Both the Stalinists and the shipowners find themselves in irreconcilable opposition to the old-timers and hope to supplant them with the more tractable kids now coming out of the government schools. They have seized upon the scheme of physical examinations as the easiest and cleanest method of eliminating the militant union men.

This plan was approved by Joe Curran last month. It was immediately picked up by the fellow travelers in the WSA and a directive order was drawn which would become operative on December 1, 1943.

Immediately a wave of protest swept the waterfront, not only in the SIU-SUP, but within the NMU itself. It was to counter this protest that Macauley and the fellow travelers charged

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## The Saga Of Alcoa Scout Is Told

The heroic story of the S.S. Alcoa Scout and its SIU crew was released this week, almost a year to the day after it occurred. It is a story of a small, slow ship of World War I vintage, facing one of the most vicious North Atlantic storms in recent years, and because of the seamanship of the crew, coming through with flying colors.

The Alcoa Scout steamed into an east coast port at the end of her tussle with the elements last winter with only six inches of free-board aft and four feet forward. Examination of the ship revealed that she was twisted completely out of alignment, the holds carried a large quantity of water, all lifeboats had been swept away, one anchor was gone and several ventilators were severely battered.

The report of the master, Capt. Charles B. Dunn, said that enemy action could not have hurt his ship any more than the wild, winter storms he had encountered in carrying vital supplies to remote northern air bases established by the Army.



SEAMAN

# SEAFARERS LOG

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# REPORT ON WASHINGTON

BY MATTHEW DUSHANE

Several months ago I reported that the War Shipping Administration was working on a plan whereby all merchant seamen would be required to take a medical examination. Mr. Marshall E. Dimock, Assistant Deputy Director for Recruitment and Manning, has sent me a communication advising me that the WSA has proposed a general order on this matter. The RMO will hold a meeting to discuss the order on November 30th.

The WSA proposed order applies to all ships owned by or under bareboat charter to the WSA, and states this medical examination must be taken to safeguard the health of seagoing personnel and to avoid delays which are caused by illness of crew members while vessels are on voyage. Dimock certainly knows how to line up the angles when he wants to put something across.

The standards for medical examinations shall be approved by the U.S. Public Health Service upon the recommendation of the Medical Director of the WSA. Standards will be set by the WSA.

All general agents of the WSA who have doctors on their staff may continue examining seamen as in the past. Those who have no doctors, arrangements will be made to provide medical examinations by doctors designated by the medical director of the WSA. Evidently the shortage of doctors that we read so much about is all hokey.

If a seaman is turned down for employment by the sawbones, he may appeal the decision in accordance to the collective bargaining agreement. Another appeal is by a doctor satisfactory to both parties. No mention is made as to who is going to foot the bill for the sawbones that would be satisfactory (?) to both parties.

A seaman will be advised verbally by the sawbones why he was rejected, a full report on his rejection will be supplied upon his request, and will be in conformance with established regulations and practices of the U.S. Public Health Service.

Mr. Dimock states that this examination is primarily to stop delays in vessels, however, it seems to me that with all this red tape, it will be a wonder if they sail any vessels at all.

This looks to me like a contest to eliminate all the old timers and set up a super duper class of seamen. It wasn't such a long time back that several companies refused to hire any seamen over thirty-five years of age, and the medical examination was the weapon that they employed to enforce their rules. It also appears that the WSA is centralizing more of its power into the RMO, which indicates that this centralization of power is the forerunner for the preparation by the WSA to jettison all collective bargaining agreements that the maritime unions have with the employers.

The United States Shipping Board was the 1921 version of

the present War Shipping Administration, and like the present WSA, during world war No. 1 cooperated with and supplemented the work of the ISU. Then in 1921 the Shipping Board used taxpayers' money to break the backs of organized seamen through the infamous lockout, and inaugurated their open shop program, and made seamen the chattels of the shipowners until 1943, when the Pacific Coast Maritime Unions broke their chains of bondage.

My opinion is that Mr. Dimock is preparing to line himself up and become the Captain Peterson of the 1921 era. We have all read Jack London's definition of a scab. To my knowledge no one has defined a scab herder, in all probability the English language does not contain the words that would adequately define such subject matters.

### U.S. COAST GUARD:

Several cases are coming in regarding suspension and revocation of seamen's certificates. Latest Coast Guard order is: "Temporary wartime rules governing investigations of accidents and casualties, as amended through October 22, 1943—Title 46 Shipping—Chapter II Coast Guard: Inspection and Navigation—Part 133—"A" Marine Investigation Board Rules"—Advise all agents to go to the nearest C.G. office and get copies so that they can intelligently advise our membership as to their rights, privileges, and immunities under the Constitution.

**SEC. 136.107 Appeal.** (a) Any person whose license or certificate of service or efficiency is revoked or suspended may, within thirty days after the decision of the hearing officer, take an appeal to the district C.G. officer of the district in which the hearing was held. Every appeal shall set forth as briefly as possible the name of the appellant, the nature of the charge, the name of the hearing officer who made the decision, the substance of the decision, and a statement of each separate ground for appeal.

(b) The district C.G. officer on appeal may affirm, reverse, or modify the decision of the hearing officer or remand the case for further hearing. The District C.G. officer will not consider evidence which is not part of the record of the hearing and will not consider any ground for appeal which is not specified by the accused. The decision of the District C.G. officer on appeal will be in writing and will contain his findings and conclusions. The decision of the District C.G. of-

ficer on appeal will be in writing and will contain his findings and conclusions. The decision of the District C.G. officer on appeal shall be final and shall be binding on the parties for all purposes.

(c) A transcript of the record before the hearing officer shall be made available to any person whose license or certificate is revoked or suspended for the purpose of making an appeal pursuant to the provisions of this section.

(d) Any person whose license or certificate is revoked or suspended and who intends to appeal from the decision of revocation or suspension may file with the hearing officer a request for a temporary license or certificate valid during the pendency of the appeal. Such temporary license or certificate shall contain such terms and conditions as the issuing officer may prescribe and shall contain a definite expiration date fixed by the issuing officer which date, however, may be extended from time to time by the issuing officer."

I am of the opinion that the membership should fully acquaint themselves with the C.G. orders on revocation and suspensions of certificates. Particularly the above section, as there may be some cases wherein a member may be ordered to appear before a hearing officer, and he may not have the opportunity to contact one of our agents for advice. If possible, they should have the services of a lawyer. Brothers, don't forget that when your certificates are revoked or suspended, your draft board is notified. So if you do not want to go into the Army, you should make every effort to see that you get a fair and just trial. Have been advised that this whole procedure may be illegal.

### GULF COAST FISHERMEN

On November 9 and 10th—the OPA held a meeting in Jacksonville, Florida on the question of ceiling prices on fish.

The general consensus of opinion of the industry representatives and the SIU Fishermen's representatives was that the ceiling prices on Mullet for the producers should be seven cents. The OPA representatives refused to give any consideration on the increased cost of nets and other material connected with the catching of fish, and stated that the ceiling price should be three cents.

The low down on why the OPA is insisting on a ceiling of three cents is that the New Eng-

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## The NY Times And Crocodile Tears

The New York Times has suddenly developed a crying jag over the plight of some fifteen million "white collar" workers who, because they are not organized, have failed to obtain wage increases permitted under the "Little Steel" formula.

When a conservative newspaper like the New York Times sheds walrus tears over the misfortune of any group of workers, we begin suspecting that someone is spreading something on too thick.

The strategy of the newspaper is obvious. It isn't even faintly interested in the welfare of these workers. Otherwise it would advise them to join a union which could get them all the rights they are entitled to under the law and the regulations of the War Labor Board.

Of course, the New York Times isn't handing out any such advice. Its purpose is merely to inflame unorganized workers against the justified demands of union workers for immediate revision of the "Little Steel" formula to make up for increases in living costs since May, 1942.

### "THE BLAME LIES IN OURSELVES"

Moreover, we don't for one minute accept the figures offered by the New York Times. We have extreme doubts that there are as many as fifteen million workers in America whose wages or salaries have not increased as much as 15 per cent since Jan. 1, 1941.

The fact is that many white collar workers are organized into trade unions affiliated with the American Federation of Labor which have protected their interests fully. Thousands of office workers, for instance, are members of the AFL Office Employees Unions, which have been grouped together in a national council. Additional thousands of white

collar workers belong to the various AFL unions in the Federal Government service and in the State, County and Municipal Employees Union. Government employes, of course, must depend on legislation to receive wage adjustments and their unions have succeeded in obtaining such legislation for them in most instances.

If the unorganized white collar workers have failed to make similar gains, they have no one to blame but themselves. That does not mean to say that we lack sympathy for them. Sympathy is too mild a word. For many years the American Federation of Labor has told these workers that they are bound to suffer unless they organize. Their present plight proves the wisdom of this advice. Nor is it too late for them to act upon it. The unions of the AFL are glad to welcome new members at any time. In fact, they spend considerable sums each year trying to organize the unorganized.

Lest this be considered a prejudiced point of view, we would like to call attention to what WLB Chairman Davis had to say when he was asked what underpaid white collar workers should do to get wage increases they are entitled to.

### GET WISE—ORGANIZE

"Well, one way," said Mr. Davis, "is to join an organization. That is the way I would do."

Yes, the white collar workers should take this lesson to heart. They should realize by now that no worker can afford to be a

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## ATLANTIC AND GULF SHIPPING FOR WEEK OF NOVEMBER 15th TO 20th

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	361	180	275	816
REGISTERED	270	218	246	734

## WHAT'S DOING

## Around the Ports

## NEW ORLEANS

Tomorrow is Thanksgiving Day. We have to be thankful for the fact that in this land of ours all kinds can live and breath and carry on in the manner to which they are accustomed.

We are honored by having in our fair city a ship which is operated by our old friend Mr. Squires. After being in port for five days they got around to paying off, at this time it was suddenly brought to the attention of the above named gentleman that there were some men aboard the scow who had not made the trip. These men were ordered by the First Engineer after the Master had made the statement that he was paying off (this was Friday) even though the men reported and worked. The deck engineer worked forty-four straight hours. Mr. Squires stated that he would not pay these men. The whole question came down to whether or not we should take orders from anyone but the office. This mind you, after the run around we got here from the Firmore last summer.

The men that were shipped from this hall were then informed by yours truly that as they were not going to get paid they need not work and at the same time I told Mr. Squires that he was breaking the agreement. Of course he did not agree.

Next day, after considerable discussion in the office of the Company which is the acting agent, it was agreed to pay these men for the days they worked and also for their lodging. When ready to leave, Mr. Squires informed us that he wanted a white Stewards department aboard this ship, even though she had come in with a colored department and there had been a colored department shipped. I informed him that I would put the jobs on the board.

The colored crew went to the ship the next day and turned to. Later this evening Mr. Squires called and stated that he had ordered a white department and how come that we had sent a colored one. When I asked the gent if he would order me to pull off these guys he hedged and stated that he would not be put on the spot. The next move in the game is the gentleman trying to sign the ship on while she lays in drydock, even though she will be here some time. Have already several calls from members of the ship's crew who think that this is a lot of old-fashioned bunk and that they are not going to sign on.

Every time that we get one of this company's ships in here we have a lot of unneeded trouble. There is more static involved in trying to care for a couple of these lousy packets than any other company that operates. I

believe that we would be in order to bring to the attention of the powers that be the way that this outfit works and ask them to compile one of those files that they delight in forming on seamen.

In closing I would like to be able to cast a glance into the old crystal glass and see what the second cook who is coming from New York to take the Paca does when he finds that we still ship from the union hall.

So thanks for Thanksgiving, in Berlin those still alive are very, very thankful that their balivicks are still standing. In Tokyo the slant-eyes are thankful that there are no more Shangri-la's. We here in New Orleans in the SIU are thankful that there are no Calmar Steamship companies doing business. Thanks.

I wonder how I would stack up for a Thanksgiving job.

ARMY, Agent

## SAVANNAH

Shipping in this port has been slow the last 10 days. I had a lot of the boys come up from Tampa and New Orleans but most of them went right on to Norfolk in as much as Brother Rogers was in need of men in all departments in that port.

Shipping at the present time is very good here as we have one West Coast ship in Wilmington and one in Charleston. Shipping also looks very good for the coming week. Nothing more to report for now.

CHARLES WAID, Agent

## HAWK TELEGRAPHS PROTEST TO LAND ON MEDICAL EXAM.

Telegram sent to WSA on day of meeting to consider the physical exams.

Admiral E. S. Land, Administrator War Shipping Administration Department of Commerce Bldg. Washington, D. C.

Dimock of Recruitment and Manning Organization is attempting to make compulsory a physical examination for all men in the merchant marine. Any rigid physical rules would inevitably eliminate many old-time seamen, usually rated men, so vitally needed in this war emergency. Compulsory physical examinations would play into the hands of labor's enemies and give them an opportunity to deal us and the war effort a blow by black-balling many men from their trade.

Dimock says that ships have missed sailing schedules due to ill health of crews. We brand this a lie and challenge him to prove statement. For morale of men sailing the ships, for the best interest of the industry, we appeal for your aid in defeating this proposal.

JOHN HAWK  
Secretary-Treasurer,  
Atlantic & Gulf District  
Seafarers International Union

## Editor's Mail Bag

Editor

Dear Sir:

Perhaps you could help me. Is there some sort of pin I could wear for my husband who died in the merchant marine in March? Isn't there something that I could wear to show that my husband did his part?

I noticed in your paper of April 30, 1943, that my husband's name was listed "In Memoriam." Any information you could give me would help.

Mrs. Herbert Zumpft

(Relatives of merchant seamen killed in action are entitled to wear and display the regular gold service star.—Editor).

Traffic Det. Hangar 6  
National Airport  
Washington, D. C.

Editor,

Dear Brother:

This is just to tell you (in case you don't already know) that in the current issue of *Fortune* Magazine there is an article on unions—and a full page picture of the "Hall" with Paul reading off the jobs and a gang of the fellows standing around. If I remember it's in color.

Again, as usual unfortunately, there isn't any credit given to our union. But I got quite a kick seeing Paul (some of the boys tell me that he's been going to sea again) and that now famous shipping board again.

I quit the sea in March for a special assignment with Air Transport Command (from cargo

to cargo) and the work here is as exciting (and as secret) as hell. Every General and every big-shot comes through here and we get to see them all.

But every so often I miss the water and the ships and the steady clanging of the engine room from below deck. And some how flying is a sleepy business.

Incidentally, in the next issue (probably hits the newstands on January 1st) of *World At War* Magazine, there is the story of my voyage to Murmansk in the days when it was still something to talk about. I mention it because I deliberately mentioned the SIU in it twice; I'll get a personal kick seeing our name in print after getting sick of all the hot air the Curranumist were throwing out.

Then there's another magazine story coming out soon in which I quoted Paul and again mentioned the Union. (This time they would only allow one mention.)

Got a note from Brother Joe Whelen the other day. Joe followed in my footsteps (and our advice is don't anybody else do it) and joined the Army to "get away from the sea for awhile." So they stuck him in the Rescue Boat Squadron of the Air Corps. He was just born for salt water!

Writing this because he mentioned getting his retirement card—and I remember that in the excitement I forgot to put in for mine. I'd like to now.

Best regards to all the Brothers,

Pvt. LIONEL SIMON

## SIU And Tanker Members On West Coast

Central Registering and Dispatching Office Open in SUP Headquarters at San Francisco

For SIU Members and T. C.'s in Deck, Engine and Steward Departments

Increased shipping on West Coast by SIU members has made it necessary to open a separate and complete business office to be devoted solely to registering and caring for the needs of SIU members in all departments.

All SIU members in San Francisco are required to immediately register in SIU office at 59 Clay St. SIU members in SUP Branches on the West Coast are to register in the respective SUP Office and receive an SIU shipping card. SIU shipping cards will have preference on SIU ships and will be recognized by all SUP Dispatchers. SIU Deck members will have second preference when SUP members are available.

## For Further Information:

Call your union offices and tanker organizers at the addresses listed below. You will always find somebody at these numbers excepting at night.

SEATTLE, WASH.—86 Seneca St.—Phone Elliott 6752.—E. Coester or Johnson.

PORTLAND, OREGON—111 West Burnside St.—Phone Beacon 4336—John Massey or C. Atkins.

RICHMOND, CALIFORNIA—257 Fifth St.—Phone Richmond 4021—Louie Glebe or Banks.

VANCOUVER, B. C.—340 B. Cambie St.—Phone Pacific 7824—Hugh Murphy.

WILMINGTON, California—440 Avalon Blvd.—Phone 4449.

NEW YORK CITY — 105 Broad St. — Phone Bowling Green 9-9580—Morris Weisberger.

SAN FRANCISCO—59 Clay St.—Phone Exbrook 8229—Phil Conley.

## REPORT FROM

## Washington

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land operators do not want fishermen from up north to go south this year. The practice in the past has been for fishermen from around Gloucester, Mass., to go to the southern fishing fields in the winter. Now if the OPA set a low ceiling on southern fish, this will have the tendency to not encourage fishermen to go to the usual southern fishing grounds.

The New England fishermen are at present on strike against the OPA boondoggling on the fish ceiling set up in the New England Area.

Mr. Charles Trigg, Chief Fish Consultant in the OPA, was formerly a fish dealer, and his policy has been to give all the gravy to the fish dealers. He has given them so much gravy in the New England area that the dealers themselves have made the statement that the fishermen should be given a better share of the proceeds of the catch. In statements made before the War Labor Board the dealers admitted that they are making more money now than before the ceiling prices were set up, and that the fishermen should be entitled

to a better share than they are now receiving.

The New England fish dealers are cleaning up and do not want their fishermen to go south. Probably the only way to put the skids on Mr. Trigg is a general strike of fishermen.

## MONEY DUE

R. H. TAURIN has overtime coming from the Calmar Line. See patrolman Sheehan about it.

R. McLaurin has overtime coming from the New York office of the Calmar Line.

Crew which paid off S.S. Alcos Voyager in Sept. 1943, has \$10 linen money coming. Collect 17 Battery Place, New York City.

Steward Department of S.S. Cape Henlopen which paid off November 1943, has overtime coming from the Bull Line.

The logging of the Steward's Department of the S.S. Daniel Willard has been reversed by the Commissioner after a lengthy trial. The men involved can collect their extra meal money and log refund from Calmar Line Office.

Keep In Touch With  
Your Draft Board

# Macauley Whips Up Strike Scare In Smearing SIU-SUP

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that the SIU-SUP was in favor of letting men go to sea with venereal diseases and other contagious ailments.

To set the record straight once more—we are in favor of venereal inspection. We are in favor of eliminating from the crews any man who has a disease that constitutes a health menace to his shipmates.

We are opposed to the rigid physical standards proposed by Macauley and the Stalinists which would eliminate the old-timers suffering from minor incapacities which do not effect their efficiency on the job. The proposed physical requirements could be construed to eliminate from the industry many men who receive "battle shock", impaired hearing, etc., caused from bombings while delivering the goods to the war fronts. Fine gratitude to show these men who have risk their very lives in this war. No provisions are being made to rehabilitate them in shore jobs—but they would become victims of the government's war upon the unions.

There is no question in anyone's mind about how the rank and file seamen stand on this issue. The NMU leadership know that there is a near-revolt in the NMU. Macauley knows how the other unions feel because a flood of telegrams has been descending upon his office. Almost every port on both coasts has been heard from, and in no uncertain terms.

If Macauley can twist this into a strike threat—let him do so.

\* \* \*

Following is the text of Lundeberg's letter which sent Macauley's blood-pressure to such dizzy heights:

San Francisco, Calif.,  
November 23, 1943

Captain Edward Macauley,  
Deputy War Shipping  
Administrator  
c/o War Shipping  
Administration,  
Department of Commerce Bldg,  
Washington, (25) D.C.

(Copies to House Merchant  
Marine and  
Fisheries Committee.  
William Green, President,  
A. F. of L.  
Mathew Dushane, Wash.  
Rep., SIU of N.A.  
John Hawk, Sec'y.-Treas.,  
Atlantic-Gulf District,  
SIU of N.A.  
Marshall Dimock, Asst.  
Deputy Adm.  
Recruitment-Manning,  
WSA and others.)

Dear Sir:

On November 23, 1943, we received a communication from one of your men, Mr. Marshall E. Dimock, Asst. Deputy Administrator for Recruitment and Manning. This communication contained a copy of a Proposed General Order regarding medical examinations for crews on War Shipping Administration's vessels. Mr. Dimock's letter goes on to say—"The suggestions made by the Maritime Labor Unions to Dr. Daniel Blain, in response to his letter sent to the Presidents

of all unions several months ago, have been incorporated wherever possible, in this proposed General Order." This statement is untrue, insofar as we are concerned, because we are definitely and absolutely opposed to this proposed program dealing with medical examinations for seamen, beyond what already exists and has been functioning so well for many years past.

Mr. Dimock further states: "I believe that this program of medical examinations is an important step in safeguarding the health of sea-going personnel and in avoiding ship delays which are caused by illness of crew members while vessels are on a voyage."

### NO SHIPS DELAYED

We do not know of a cheaper way of trying to put over a program such as this Proposed General Order has in view, than by stating it will "avoid delaying ships caused by illness of crew members." To our knowledge, (and we think it is pretty extensive covering 40,000 Merchant Seamen, covering some 900 ships on the West Coast, not counting those on the East Coast) at no time has any vessel been delayed due to illness of the crew since the war started!

We challenge you to refute this statement!

This Proposed General Order for merchant seamen will mean nothing but the elimination of old-time seamen from the industry. You know, of course, that there are thousands of men between the ages of 40 and 60—and over—who still go to sea. Excepting when someone is after their scalps, they are called "Old Sea Dogs." You know too that these men are not all 100 per cent physical specimens. How could they be, after spending 30 to 40 years of their life in some of the rotten, vermin-ridden, leaky and unsanitary fo'cstles, which were so prevalent until the Unions were able to adjust these conditions?

### PLEA FOR OLD-TIMERS

Now, there are many old-timers, whose eyes might not be so strong at 50, as they were at 20—whose hearing might not be so good—his blood pressure, might be a little higher—he might be flat-footed—or there might be any number of small physical defects which an aspiring medical officer might use as an excuse to turn a man down for "physical disability."

In the Proposed General Order it also states that if a man is rejected by "your medical officer"—he can appeal to the Public Health Service. This evidently is meant as a bit of satire—because, as we understand it, the medical examining officer will be appointed through the public health office. So, how far is a man's appeal going to go?

You further state in your proposed General Order that a man who has been rejected shall be verbally advised, if he requests it, as to the reasons for his rejection. This is also a joke—because if a man is rejected for medical reasons, why don't the medical officers put it down in writing?

It looks like this Proposed Order has been very carefully set up so there can be no come-back in case of discrimination.

### EXISTING PROVISIONS AMPLE SAFEGUARDS

You are well aware of the fact that every merchant seaman who goes to sea today must pass a Public Health examination before he is issued his certificate of seamanship. You are also aware that if a man gets sick aboard ship, he is entitled to go to the Marine Hospital. You should give the merchant seamen a little credit to this extent that no man who is really ill will go aboard a ship and take a chance on his own health! We realize the Washington Bureaucrats who spend their time and the taxpayers' money drafting these Proposed General Orders do not have too much respect for a merchant seaman's intelligence, but a seaman has that much sense, I can assure you.

What is wrong with the present set-up? Today some steamship companies have physical examinations. Others have not. But, as stated before, and as you well know, every merchant seaman must pass a Public Health examination before he is issued his certificate of seamanship.

For years the shipowners have attempted to discriminate against seamen through company doctors, and seamen have been able to appeal to the Public Health officers if they felt they were being discriminated against, and in many cases company doctor's decisions have been repudiated by Public Health Service.

Now, the shipowners will be in a different position. The shipowners through this Proposed General Order, will set War Shipping Administration, (managed and controlled by themselves, up to do the dirty work for the shipowners, and thru this procedure, eliminate old-timers from the industry.

### MAKE WAY FOR YOUR TRAINEES

There is a reason for it. The War Shipping Administration has spent millions of the tax-payers' money enrolling "new men" for the shipping industry, and it is no secret that in most cases they are being taught to hate the Union seamen. What would be sweeter for the shipowners and politicians, who run this set-up, than to be able to show that the Union man gets off the ship, and is being replaced by the WSA-trained newcomer? Do you expect to justify your expenditures in this fashion?

How do we know we're going to get a square deal from the medical appointees of the WSA? It is a certainty he won't get appointed unless he is "right" in politics with the crowd running the WSA, and therefore he will owe his loyalty to whoever appoints him—and the appointment comes from the WSA.

### NO PROTECTION FOR SEAMEN

Now, you can not deny that the WSA is largely controlled by the shipowners. Where does the seamen's protection come in? Not in this deal! He's up against a

# The NY Times And Crocodile Tears

(Continued from Page 2)

rugged individualist. They should see the futility of bargaining as individuals in an industrial economy which is highly organized.

Isn't it just a silly manifestation of false pride for an office worker to consider himself above his fellow workers? Isn't he cutting off his nose to spite his face if he fails to join with other office workers in a union to protect the interest of all white collar workers?

It seems shameful to us that office workers, who have the benefits of better education, should be so far behind workers in overalls when it comes to advancement of their economic status through organization.

Potentially, the office workers could have one of the largest and strongest unions in the country if they would only throw off the ridiculous mental hazards against joining a union which have been cleverly set up by employer propaganda.

As a member of an AFL Office Workers Union myself, we can testify that such union membership has not interfered in the slightest degree with our independence of thought or action.

We can also testify from our personal observation that union office workers are better paid and work under better conditions than non-union office workers.

So we say to the unorganized office workers of the country—don't envy union members who are better paid. Get wise and join an AFL union yourselves!

—Philip Pearl

stonewall.

In our frank opinion, this is part of a long range program adopted by the bureaucrats of the WSA, in conjunction with certain shipowners, to move in and eliminate old-time union seamen. This is directly in line with your training program, and with your Recruitment and Manning Organization—and how comes your "medical program."

It will work handily in using the taxpayers money to build up and guarantee jobs for the future for the "right" guys—providing they do their dirty work against the American seamen, and if the people in your Bureaus spent a little less time in figuring out ways and means of putting seamen behind the eight ball, and a little more for the war effort, we would be much further ahead. This proposed General Order, worked out by a bunch of \$10,000.00 a year stiff, with nothing to do but scheme to keep themselves in office, will disrupt the now-efficient sailing of American ships.

Should any ships be delayed through this proposed medical scheme of yours, we will lay the responsibility right in your lap.

Our organization will absolutely and definitely not cooperate in this respect.

We challenge your authority to sit back in Washington, D. C. and lay down laws and regulations affecting hundreds and thousands of men, and involving the spending of millions of taxpayers'

# New 'Luxury' Life Rafts Tested

(Continued from Page 1)

frying pan with fifteen pounds of fuel also took the forty-five-foot drop required by USCG regulations, into San Francisco Bay.

The stove and fuel are available as extra equipment if the armed forces or Maritime Commission want them.

Like other standard rafts developed during the war, it carries signaling and safety equipment required by the Coast Guard, including distress signals, signal pistols, signaling mirrors, illuminating oil, drinking cups, matches, fishing tackle, blankets, compass and electric waterlight.

Measuring 8 by 16 feet by 41 inches, the reversible raft is designed for twenty persons, but thirty-six have been aboard at one time. There are the usual ten quarts of water per person, fourteen ounces of pemmican and the same amounts of malted milk tablets, chocolate and "C" Army ration biscuit. Protective curtains, sails and canopy are all painted orange to make them visible long distances from sea or air.

The Young company expects to hit top production for its new raft at its Oakland assembly line about Jan. 1, holding contracts to furnish various Liberty ships, other types of cargo vessels, tankers and transports.

# Personals

### AUGUST DAUM:

Your wife has been injured, and would like to hear from you. She is at the Huntington Valley Country Club, Abington, Pa.

\* \* \*

### WALLACE H. SMOKE, Jr.

Contact the Tampa Agent. He has important information for you.

money, in the high-handed manner in which you people are doing.

We are sending copies of this letter to all members of the Merchant Marine and Fisheries Committee of our Senate and Congress, who so ably managed and laid down the law for the Merchant Seamen, and whose wise handling of the merchant marine affairs is directly responsible for the role the merchant marine has played in this war—and even you cannot deny that it has been a noble one.

Our representative in Washington, D. C., Mr. Dushane, will appear at the November 30th meeting and further outline our opposition to this program.

By Orders of the Membership,  
**Harry Lundeberg**, Secy.-Treas.,  
Sailors Union of the Pacific,  
President, Seafarers International Union of North America,  
(Representing 40,000 American Merchant seamen.)