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ISTHMIAN IS NOW SIU

NLRB Certifies Seafarers As The Bargaining Agent For Isthmian Seamen

NMU's Charges Of Collusion Not Substantiated By Record

Story on Page 3

SEAFARERS LOG

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 OF NORTH AMERICA**
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 GEORGE K. NOVICK, Editor



It's Been A Long Time

There's a certain feeling in the air wherever members of the Seafarers International Union meet these days. It's not a more militant spirit because the SIU has a reputation the world over for its militancy.

It's just that after many months of wrangling, months in which the Isthmian seamen were prevented from being represented by the Union of their choice, the Seafarers has finally been certified as bargaining agent for the unlicensed Isthmian seamen.

This has been a long uphill struggle. From the first, the SIU was faced with opposition from both the company and the National Maritime Union. Both resorted to any means to gain their ends.

With the NMU it was unfounded charges of collusion after the SIU had clearly established a majority in the elections, supervised by the National Labor Relations Board. With the company, it started even earlier when SIU militants were weeded out and discharged from ships leaving on long voyages.

But the men of the SIU survived all those obstacles. Ships came into home ports with solid SIU crews; crews that had gone out undecided or pro-NMU. By the score, Isthmian seamen flocked to SIU Halls to become members of the Union that fought tooth and nail for its members.

There was never any doubt in the mind of the volunteers who, by every method known to seamen, succeeded in getting jobs on the Isthmian scows. How they did it is their business, but what they did once aboard is the business of every man who belongs to the SIU.

These men, aboard unorganized ships, stood steadfastly for the rights of the crew; they fought out overtime; they battled for better conditions; and above all, they showed how much the members of the crew could gain with a militant, tight-knit organization.

And that paid off. By a vote of more than 3-to-2, the SIU defeated the NMU and the company. And, after repeated stalling by the NMU, the NLRB has certified the SIU as bargaining agent for the unlicensed Isthmian seamen.

An SIU contract is next in line. It may take work to gain an agreement from this notoriously anti-union company, but the Seafarers will fight, with all its power.

This marks a new era for Isthmian seamen, and it marks another sad chapter in the anti-labor, pro-company, history of the NMU.



Men Now In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing to them.

NEW ORLEANS HOSPITAL

- A. BUCHENHORN
- C. PEDERSEN
- J. HARRISON
- G. CARUSO
- P. STOFFEL
- A. SANDY
- R. CHRISTIAN
- A. R. GUIDRY
- J. AMAYA
- H. DAUGHERTY
- P. La Cicero
- R. WRIGHT
- G. GREY
- H. HAMOND
- C. CASE
- F. HAMON
- J. O'NEILL
- W. BROSE
- C. MASON
- A. WALTERS

NEPONSET HOSPITAL

- H. BURKE
- J. S. CAMPBELL
- L. CLARK
- E. FERRER
- J. R. HANCHEY
- C. LARSEN
- L. L. LEWIS
- L. TORRES

BRIGHTON HOSPITAL

- J. NICKERSON
- R. BAASNER
- W. PARIS
- G. MEANEY
- R. LORD
- S. WILUSZ
- E. JOHNSTON
- H. SWIM
- R. MADIGAN
- E. MOFIENE
- E. DELLAMANO
- P. KOGOY
- J. ROY

BALTIMORE HOSPITAL

- THOMAS PHELPS
- GORDON RAY
- RAYMOND NICHOLSON
- MANUEL ROMERO
- MANUEL SANCHEZ
- WM. HENDERSHOT
- EDWARD CAIN JR.
- FRANK JASHOLSKI
- WILLIARD BANKHEAD

SAN FRANCISCO HOSP.

- AARON McALPIN
- J. HODO
- JOHN KREWSSEN
- P. KOGOY

Hospital Patients

When entering the hospital notify the delegates by post-card, giving your name and the number of your ward.

Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:
 Tuesday — 1:30 to 3:30 p.m.
 (on 5th and 6th floors)
 Thursday — 1:30 to 3:30 p.m.
 (on 3rd and 4th floors.)
 Saturday — 1:30 to 3:30 p.m.
 (on 1st and 2nd floors.)

- J. MINNAHAN
- W. PARIS

STATEN ISLAND HOSPITAL

- G. H. STEVENSON
- J. BURNS
- E. CARRERA
- A. M. BRANCONI
- R. G. MOSSELLER
- N. NEILSEN
- J. M. DYKES
- C. CARLSON
- E. E. CASEY
- J. M. BROOKS
- J. BUJEWICH
- F. NERING
- E. CHATARD
- J. B. CAUSEY
- C. MARTINEZ
- V. PLACEY
- A. RIOS
- MICHAEL PISKIN
- LEO RICE

ELLIS ISLAND HOSPITAL

- M. MORRIS
- W. B. MUIR
- D. McDONALD
- C. RASMUSSEN

Long Struggle Ends — Isthmian Is SIU

Cooperation Of Membership

By J. P. SHULER

The winning of the Isthmian election by the Seafarers International Union can be attributed to the cooperation of the membership in the organizing drive.

This will be ample repayment for the time, money, effort and sacrifices made by the membership of this Union.

Men now sailing Isthmian

And No Goal Is Impossible

By EARL SHEPPARD

The decision for which we have waited so long has been handed down by the NLRB. Isthmian, too, is SIU. The long hard pull has paid off. And the NMU's stalling campaign to keep from Isthmian seamen the benefits to be gained by the Union of their own free choosing has been stopped cold.

For this tremendous victory, the Seafarers can congratulate the Brothers who took part in the Isthmian drive for a job well done. They did their job effi-



ciently and thoroughly with all the energy at their command.

Many of these men were instrumental in extending the organizing drive beyond the ships and into every place a seaman could be found. They were not satisfied with organizing around the clock aboard ship, but brought prospective Seafarers right into the Union Halls.

And the Isthmian seamen, who so overwhelmingly voted for the SIU as their collective bargaining agent, also are to be congratulated. They have shown their dissatisfaction with the standard wages and low level working conditions prevailing on Isthmian vessels.

They have demonstrated that they want these substandard conditions wiped out and replaced with the best wage and working conditions in maritime—through representation by the Seafarers International Union.

A full volume could be written on the individual and collective merits of the men who made the Seafarers' victory possible. It is men like these who have proved that no aim is too high, and no goal is impossible for the SIU.

ships can rest assured that the Seafarers will obtain an agreement with the Isthmian Steamship Company as long as they cooperate in a manner as they



Victory Of Rank And File

By PAUL HALL

The National Labor Relations Board's certification of the Seafarer's victory in the Isthmian Steamship Lines election is a tribute to the membership of the SIU and to the organization as a whole.

This decision definitely finishes off the prolonged stalling tactics of the NMU, whose smashing defeat in the election soured them so that they used every trick in the legal bag to prevent the Isthmian men from getting the benefits of SIU representation.

The NMU is responsible for the fact that Isthmian seamen have long been delayed in attaining the best wage and working conditions in the maritime industry.

Those of our members who acted as volunteer ship's organizers did so of their own free will. They did so because they felt the vast number of Isthmian seamen were being deprived of the top wages and humane working conditions enjoyed by Seafarers.

have in the past. The decision of the National Labor Relations Board made final what the Organizers and men riding Isthmian ships knew would be the outcome.

This is a great job done by the Organizing Staff and the biggest victory the Seafarers have ever won in the organizing field.

There are still a number of unorganized steamship companies in the maritime field and with the continuance of the good work of the Organizers and the cooperation of the membership they too can be brought under the banner of the Seafarers International Union of North America.



The victory is a tribute to the wisdom of the Isthmian seamen themselves, who chose the waterfront union best qualified to raise their wage and living standards.

The Seafarer's will now demonstrate to the Isthmian men that their choice was a wise one.

WASHINGTON, June 12—The long, hard fought struggle to organize the unlicensed seamen of the Isthmian Steamship Company by the Seafarers International Union was crowned with success today when the National Labor Relations Board certified the SIU. This brought to an end seven months of foul chicanery and stalling by the National Maritime Union — stalling which prevented the Isthmian seamen from being represented by the Union of their choice.

The campaign to organize Isthmian started close to two years ago. In 1945, with the end of the war in sight, the proposition of organizing the unorganized occupied a prominent place on the agenda of the Agents Conference.

A program was adopted, placing Paul Hall in charge of all organizing for the Atlantic and Gulf District. Earl "Bull" Sheppard was made primarily responsible for the field work. Cal Tanner and Lindsey Williams were appointed to positions of responsibility in the program.

For the amount of money expended by the Director of Organization's Office in carrying out the program, the results have been well worth the expenses.

Final tallying of the ballots, issued in January by the NLRB Regional Director, showed that the SIU had garnered 1256 votes to 813 for the NMU. This should have been enough for the NMU, but it wasn't.

Resorting to every legal technicality, and using every possible subterfuge, the NMU was successful in delaying matters, and in forcing hearings which the officials themselves knew were worthless.

SIU ALL THE WAY

From the beginning, the Isthmian election was an open-and-shut case. Ship after ship came back from trips pledged to vote for the SIU. Hundreds of Isthmian seamen took out Full Books in the SIU, and when the voting started, these men cast their votes for the Seafarers.

On fourteen ships the NMU didn't get a single vote, while the SIU wasn't shut out once. Isthmian's largest ships cast decisive majorities for the SIU, and even crews which the NMU

thought in the bag, surprised everyone by rolling up sweeping totals in the Seafarers' column.

And when the counting of ballots commenced, the NMU officials saw the handwriting on the wall. As total after total was recorded for the SIU, they resorted to challenging the entire votes of some ships.

CHARGES FLOP

Phony charges of collusion, which, by the way, the NMU never substantiated, were hurled at the SIU. Hearings were held, and the well-coached NMU witnesses were unable to prove one single item of their wildly-flung charges. At the hearings, the SIU was represented by Attorney Ben Sterling.

And so, the biggest organizational drive in the history of the American Maritime Industry has come to an end, with the Seafarers International Union certified to represent the unlicensed seamen of the largest freight shipping company in the world.

Next step is an SIU contract, and the Isthmian men can rest assured that the Seafarers will put the pressure on the company to force bargaining sessions soon. NMU stalling is now ended, and the Union will make sure that company stalling doesn't take its place.

At the present time, Brothers Hall, Sheppard, Tanner, and Williams are down in the Gulf Area setting up an organizing program for the Towboat workers and Allied fields.

When informed of the certification, they jointly stated, "The Isthmian Drive is just one more job successfully carried out by the membership. There will be more campaigns in the future, and the men who made Isthmian SIU will be the one's to do the Job." In true Seafarers style that's exactly what they will do.

Next Week: The Men Who Organized Isthmian

Isthmian has finally been awarded to the Seafarers—something, frankly, that we have expected, since we knew the energies spent, the time put in, and the money invested in the organizing campaign—things not at all necessary if we were in collusion with the Isthmian officials, whose record has been consistently anti-union.

The Seafarers went into the Isthmian campaign with a battle plan carefully drawn months in advance, set down with as much detail as a pre-battle blue print can be.

As it turned out, the approach was a successful one, but—and this is a very big BUT—only because of the wholehearted support given it by the rank and file Seafarer, who gave up the wages and conditions that were their's under an SIU contact to work aboard an Isthmian ship.

They worked under conditions that no longer exist on SIU-contracted ships, and at substandard pay. They could have taken the easier way and enjoyed the top wages and unmatched conditions on SIU ships.

But they sacrificed this security and instead

dedicated their efforts to wiping out the Isthmian open shop, and thus bring Isthmian seamen the decent living wages and conditions which so rightfully belong to every man who sails the seas.

The sacrifice was not in vain. These solid Seafarers did the job—made Isthmian SIU!

All thanks, all appreciation belong to these militant, sacrificing Seafarers, and these pages are the place to show it. Unfortunately, the NLRB decision came on the date of publication, when the paper was all set and ready for the press. Remaking the whole paper would have meant delaying publication for three days (over the weekend), and the best we could do under the circumstances was to tear out and remake these few pages. But next week, the entire issue will be devoted to these men—SIU members and Isthmian seamen—who did so much to insure the success of the Seafarers campaign in Isthmian.

Next week, then, the men behind the scenes, the guys who made the wheels turn—the volunteer SIU organizers and the Isthmian men who determinedly struck a blow against the last of the big, open shop operators left in this country.

Texas Now Operating In SIU Style, Which Means Okay All Down The Line

By EARL SHEPPARD

GALVESTON—The trial committee in this port sat in on the game the performers and gas hounds were playing, and dealt out a few cards themselves. They handed out sentences ranging from one year's probation to permanent positions on the social register.

This port was a perfect example of a few gas hounds giving the entire membership a bad name as well as a bad time. This stuff is now non-existent and, in the event it comes up again, the guy or guys pulling it had better duck, and fast.

The members here have had a bellyful of the BS those guys were throwing, and will in all probability continue the good work started by the trial committee.

Today, the SIU is a responsible organization, and we have proved this in the hardest field in the world. Our membership, and our Union, is big enough to run its own business. We can not allow a handful of broken down drunks to brand us as an organization of screw ball gas hounds.

Unless we take care of those guys wherever they raise their

heads, we will tarred with the same brush. We made a good start down here, and we are certain to keep it up.

SLIGHT PROBLEM

We had a little problem last week, shipowner style, which originated when Waterman started crewing the SS Ross. The company refused to call the new replacements over the weekend so as to save a few bucks, and when they did call the jobs, there were not enough takers.

For a while it looked like the ship might be hung up, but we finally succeeded in crewing her without a delay.

This should serve as a lesson to the shipowners that to move their scows on time, they must be at least half-way fair with the SIU men. They must not try to hard time us.

We have a contract and expect to live up to it, BUT we do not intend to take a shoving around from the operators in doing so.

Last week one ship paid off. It was the SS Joseph N. Teal, a

Waterman ship, which paid off after a long trip to the East.

SKIPPER ACCUSES

There was a bit of excitement on this one, when the Skipper complained to the authorities in the Panama Canal Zone that there were "un-American" activities on board the ship. Evidently the Old Man had been reading too many Hearst newspapers.

Wonder never cease, however, because the Skipper blasted the officers for this, and didn't mention the crew at all.

All the beefs on this baby were handled to the entire satisfaction of the crew.

To all members—if you want to make a fast job on most any kind of scow you can name—then Galveston is the port for you.

There is a nice beach here where a guy can find various ways to, as Frenchy Michelet would put it, "while away the hours."

And without a bunch of drunks to pester you, from now on.

Seaway Lawyer, NMU Learn From Northland Parleys

By WILLIAM T. McLAUGHLIN

JACKSONVILLE — The negotiations for a contract covering the unlicensed personnel of the SS New Northwind, Seaway Lines Limited, came to a successful conclusion with a salary increase averaging 90 percent over former rates, a 40-hour week in port, and a 44-hour week at sea.

This is all old stuff since the LOG carried the story in full two weeks ago. What is new, however, is the way the Company tried to stymie negotiations at every turn, and how it was aided and abetted by the National Maritime Union, CIO.

First, let's take up the Company stalling. Bargaining sessions commenced on May 12, but progress was retarded because the Company's legal adviser was on a case for the Florida Railway Commission.

The Company insisted that it couldn't proceed without his expert advice because of the many technicalities involved in the contract, which only a lawyer could interpret.

So we marked time. Finally he showed up, and at every session he admitted that shipping and seafaring was utterly foreign to him, and he confined himself to battling us on the questions of wages and a closed shop.

FULL LESSON

It should be noted that he learned a full union lesson, and when the time for signing the contract came around, he was not present.

Since the SIU Canadian District won all its points, we regret his absence. He could have rounded out his education by watching the Company officials reluctantly sign on the dotted line.

The trouble with the NMU started when Jimmy Hanners,

Jacksonville Port Agent, first began organizing the crew of the Northwind. He encountered the usual type of sour propaganda from the local NMU adherents to the effect that the SIU was not as much interested in establishing a contract with the Company as it was in trying to force the Seaway Lines out of business in favor of U. S. shipping interests.

Just how barren and desolate this sort of reasoning was is best proved by the fact that the Company, after signing the contract, announced that it was buying another ship to be operated under the same terms.

Incapable of understanding the necessity for seamen to be organized on an international basis, frustrated because they stand exposed as Kremlin accomplices, these stooges will stoop to any level to confuse unorganized seamen.

In Canada it has been their stock argument that SIU conditions and wages aboard Canadian ships would force Canada out of the maritime picture.

The Canadian Seamen's Union has fed this obnoxious tripe to its membership for many years. It has raised this false issue for two reasons:

1. So that the communist party could maintain firm control of the maritime industry by making communist control palatable to the Government bureaus and to the shipowners.

2. With the halo of "National Unity" around its head, the party was assured a period of reasonable growth with the minimum of interference.

SHIPOWNERS' STOOGES

Canadian shipowners have gained millions in profits as a result of this propaganda, and have gone as far as to boast how good CSU agreements are—for them.



By JOE GRIMES

Mr. Hartley, co-sponsor of the Taft-Hartley slave labor bill, has announced that he will not be a candidate for re-election.

The story of Hartley is the story of the great majority of politicians. His record shows a political career starting with the job of Library Commissioner in 1923, from which he graduated to the Kearney, N. J., Police and Fire Commissioner's job.

He hung on to that job for four years, after which he began campaigning for, and winning, legislators' jobs, first in the State of New Jersey and finally in the U. S. Congress.

Politicians like their jobs and work like hell to get them, and then work even harder to keep them. Hartley is no exception. In his last campaign he sold his bill of goods so well that a large section of the labor movement in his district endorsed his candidacy.

Glad-handing is nothing new to this sterling U. S. Representative from New Jersey.

The Newark Evening News of July 15, 1940 reports that he attended the annual picnic of the Federation of German-American Societies of Essex County, and in a speech bragged that he had been attending the picnic for 12 years.

No swastikas were displayed at this particular picnic, but in the 12 years he had been attending, Bund speakers and swastikas had always been the order of the day—but after all Representative Fred A. Hartley is a politician, and to guys like him a vote is a vote no matter where it comes from.

Mr. Hartley didn't limit his super-patriotism to German picnics alone, however.

On November 28, 1941, the Associated Press reports that he spoke at an America First meeting in Paterson, New Jersey defending Japan with the statement, "without provocation on Japan's part we have made her a powerful enemy."

This was 12 days before Pearl Harbor.

STILL BALONEY

There is a story told on Jacobs Beach about the time the famed cauliflower linguist and super bootblack "Beezey" Thomas shined Jack Dempsey's shoes.

Jack was wearing a new pair of expensive white sports and Beezey was in his cups. Jack talked while Beezey shined, and all would have been well had Beezey not used black polish instead of white.

When Dempsey became irate, Beezey looked up and inquired, "What's the difference Jack, it's shoe polish ain't it?"

And the same goes for politician Hartley's decision not to run for office again next term. The National Association of Manufacturers always has a place for boys like him. The story didn't tell what Jack gave Beezey, but it's a sure bet that the NAM will reward their boy Friday with a good soft berth, regardless of what color polish he used on their shoes.

In Congress or in a director's seat, Mr. Hartley will still do the bidding of his bosses, and in congress other politicians will

continue to carry on his bastard tradition. It's the same old political baloney no matter how you slice it.

THINGS TO COME

The morning press of Wednesday, June 11, reports that Hartley threatens still stronger labor curbs "if labor calls a general strike against the bill."

The "gentleman" from Jersey is alarmed at 91 recently filed strike notices, and is beginning to see labor plots around every corner.

The same "gentleman" has been given an appropriation of 50,000 bucks to investigate labor. It's easy to picture things to come if hatchetmen like Hartley are permitted to threaten and intimidate labor.

Two monster labor demonstrations have just taken place in New York. First the AFL, and then the CIO, staged great parades winding up with Madison Square Garden rallies. Hundreds of thousands watched these parades; other thousands were reached by every means from notes tied to milk bottles to leaflets passed out on the streets.

The theme of these meetings has been to defeat the anti-labor Taft Hartley bill, to cause a Presidential veto and to force Congress to uphold the vote.

This is all well and good, but regardless of what happens to the present bill, other bills will follow, presented by other Tafts and Hartleys, but sponsored by the same old industrialists and financiers.

TWO BATTLE GROUNDS

The employers and their politician-generals have chosen their battleground well and, as the House of Representatives and Senate roll call showed, are strongly entrenched in their Capitol citadel.

Labor has been banging its brains out but the big boys still hold the fort, securely entrenched behind their barricades of money bags and political domination.

Labor can defeat this gang only by selecting its own battlefield, the point of production. If it must be war labor must win, for without labor there is no nation.

Let the politicians label the general strike what they may, the general strike is the answer to capital's attack and will win the union's fight—and then Mr. Hartley and Mr. Taft and the others of their ilk, will pull in their horns, tuck their tails between their legs and sneak away like the egg sucking dog.

Attention Members

Each man who makes a donation to the LOG should receive a receipt in return. If the Union official to whom a contribution is given does not make out a receipt for the money, call this to the attention of the Secretary-Treasurer, J. P. Shuler, immediately.

Send the name of the official and the name of the port in which the occurrence took place to the New York Hall, 51 Beaver Street, New York 4, N. Y.

Emperor Tragedy Underlines Need For Seafarers

By FRANK MORAN

SAULT STE. MARIE, Mich.—The recent sinking of the Canadian freighter SS Emperor with an appalling loss of life should bring home to the average Lakes seaman the risks that he takes in the every day following of his chosen calling.

As long as anyone follows the Lakes for a living, he should not be satisfied with less than the best in wages, living conditions and working rules, as well as safety conditions.

These wages and conditions have steadily improved over the past few years, mainly through the efforts of the Seafarers International Union and its affiliate, the Sailors Union of the Pacific.

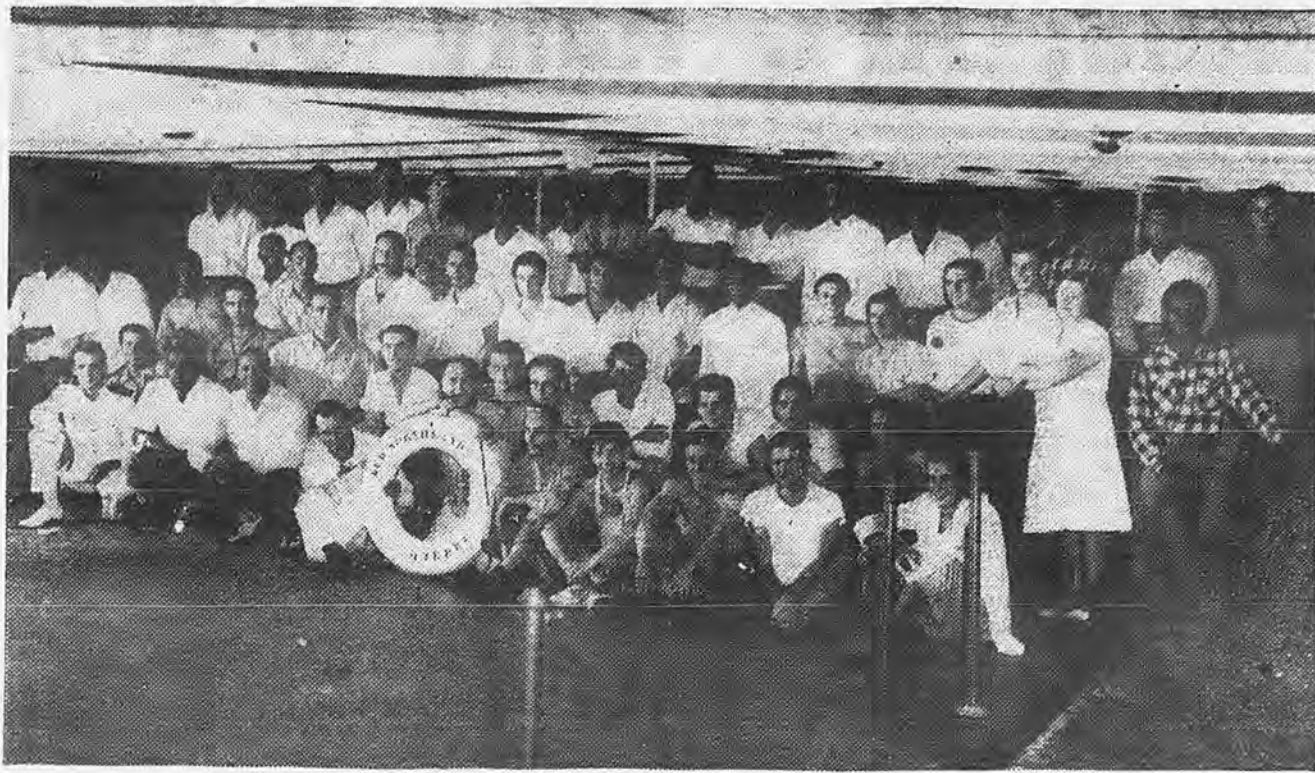
Don't imagine for one minute that the big-hearted operators ever improved these conditions or ever will, unless they are forced to do so by militant trade unions such as the SIU and SUP.

When you're a member of the greatest seamen's union in the world, the SIU, you can point with pride to the many things that you are helping win for all seamen.

When you're a part of the Seafarers, you can truthfully say that you're one of the guys who have the best contracts, wages, hours, overtime, working and living conditions in maritime. The record backs you up.

Here's another pointer. Make it a must to read each issue of the LOG and the Weekly Lakes Organizing Bulletin folded into it. If you don't secure your copy at the SOO, or at one of the ports around the Lakes where SIU organizers and Halls are located, drop a line to SIU Headquarters at 1038 Third Street, Detroit 26, Michigan.

HAPPY—AND COVERED BY AN SIU CONTRACT



Above is a group picture of the unlicensed personnel of the SS New Northland just after they had voted unanimously to approve the terms of a new agreement between the SIU and the Seaway Lines, Limited. By the smiles on their faces it is easy to see that they are pleased about the whole situation, and who wouldn't be with salary raises averaging so much as 90 percent. (See story on Page 4.)

Special Meeting In New Orleans Accepts HQ Recommendations; S. White To New York

NEW ORLEANS, June 11—A special meeting today voted overwhelmingly to accept the recommendations of Secretary-Treasurer J. P. Shuler to transfer Port Agent Steely White to Headquarters, as Deck Department Representative.

It was pointed out in the Secretary-Treasurer's Report that by so doing, it would make available in the Headquarters Office a Deck Department Representative for negotiations and handling of disputes. Brother White will replace former Secretary-Treasurer John Hawk in this respect.

With Robert Matthews as Engine Representative, and J. P. Shuler representing the Stewards Department, this will give Headquarters representation in all three Departments.

A further recommendation of the Secretary-Treasurer was to bring in Earl "Bull" Sheppard as New Orleans Port Agent, as well as Gulf Representative of the Seafarers. This was also adopted.

STREAMLINING

These moves are the latest in several actions designed to streamline the organization in the Gulf, as well as to give balance to the organization in Headquarters. It also marks the third change in several weeks for Brother Sheppard.

Sheppard, a veteran SIU member and organizer who handled all field operations which brought the Isthmian Steamship Company into the Seafarers column, later assisted in laying out the program of the International for work on the Great Lakes.

The drive so far has been responsible for entering eight petitions for elections in that area.

The first of these elections resulted in a victory for the SIU in the Huron Transportation Company. In this balloting, the NMU and the Company were decisively defeated.

Following setting up the Great Lakes program, Brother Sheppard was transferred to Texas to take care of an emergency situation which had arisen there. His job specifically was to iron

out all local difficulties in Galveston.

ON THE BALL

This job was carried out in typical SIU style, and now the Texas area is operating efficiently, as well as economically.

With Sheppard's vast amount of organizational experience, the Seafarers can be assured that the entire Gulf Area will rapidly be reorganized in the former hard-hitting group of ports that it once was, and which at one time constituted such a vital part of the SIU.

The SIU in the Gulf Area is now preparing for the many struggles which lie ahead. Protection of gains already won, and the further advancement of the Seafarers are the two primary aims.

Plans are being made to expand the organization in the Gulf Area, particularly in the inland field and Brother Sheppard is now consulting with the Gulf organizers in setting up a program designed to bring thousands of new members under the banner of the SIU.

Victory In Huron Election Is Only The First Step In The Seafarers Victory Parade On The Lakes

By PAUL WARREN

DETROIT — Well, the SIU is over the hump as far as the first victory for the 1947 sailing season on the Great Lakes is concerned. Unorganized seamen sailing on the two Huron Transportation Company ships showed their preference for the SIU in no uncertain terms — 58 percent worth!

Complete details regarding the Huron election appear elsewhere in the pages of the LOG, so it's needless for us to go into any details in this article.

However, we do want to toss some orchids at the men responsible for the Huron ships voting SIU.

Yes, it's true that the SIU organized the two Huron ships. But it's also true if these men hadn't gone all out for the SIU as the Union of their choice we wouldn't have secured 58 percent to the NMU's 4 percent. Really a tribute to the Seafarers' actual gains for the seamen compared to the empty promises of the bankrupt NMU leadership.

Huron seamen*deserve orchids for recognizing the seagoing facts of life. Not the empty orchids of some Winchell, but the actual praise of their brothers in the SIU.

Certainly, the SIU is glad to welcome the Huron seamen into

the ranks of a fighting Union—a Union which believes it's only duties are to win the best possible wages, hours, working and living conditions for the seamen.

WYANDOTTE PROGRESS

Latest reports on Wyandotte indicate that the men who sail the four ships of this company will have only a short wait before they can register their choice for the SIU in an NLRB conducted election.

No official NLRB report has been issued on Wyandotte. However, we are revealing no secret when we state that the NMU has been unable to prove its phony charges of collusion in the case of Wyandotte.

Due to the lack of any such evidence, this case now goes to the Regional NLRB Director for a decision. His decision should be forthcoming within the next few days.

Here was another case where the SIU did a good job of organizing the Wyandotte seamen. When the NMU saw that Wyandotte seamen wanted no part of their bankrupt organization, but did want the progressive gains of the Seafarers, then they resorted to their usual dog-in-the-manger tactics.

After the SIU petitioned for Wyandotte, the NMU tried to intervene. They were given one

SIU Wins First Test On The Great Lakes; Huron Repudiates NMU

DETROIT — Climaxing the first ten weeks of SIU organizing on the Lakes for the 1947 season, the SIU won the first NLRB conducted maritime election this year when 58 percent of the Huron Transportation Company seamen chose the SIU in a smashing victory over the NMU.

There were fifty eligible voters on the two Huron ships — the SS Crapo and SS Boardman — and the final voting results were as follows: SIU — 28 votes; NMU — 2 votes; No Union — 18 votes; and Void or Challenged — 0 votes. This made a total of 48 ballots cast.

Breaking these figures down into percentages, the SIU received 58.3 percent, the NMU got 4.2 percent, and 37.5 percent voted for No Union.

This was a disastrous showing for the NMU after considering the amount of effort they put into their attempts to organize Huron.

CRAPPO FIRST

Voting late at night on June 4, the SS Crapo was the first of the two vessels to vote. After the crewmembers cast their ballots forward in the crew's lounge, the ballot box was sealed and removed to NLRB headquarters.

The SS Boardman was supposed to have docked at 4 p.m. on June 5, but due to a breakdown did not arrive at Detroit before Friday morning.

As soon as the Boardman docked, she was balloted. Immediate-

ly after, the ballots were counted in the presence of one observer each from the SIU, NMU and the Company with the above results.

At the completion of the count, a tally count sheet was signed by the NLRB officer and the three observers. However, a lapse of five days is permitted for any of the parties to file an objection, before the SIU is certified by the Board as sole bargaining agent for the Huron men.

This means that the SIU will be certified by Friday, June 13, unless any objections are filed. Under the circumstances, the NLRB certification is merely a routine matter, and everything should be settled by then so that bargaining negotiations with the company can begin at once.

At the conclusion of the vote tabulating, Assistant Organizational Director Paul Warren declared, "This is only a starter. Huron seamen have the honor of having broken the ice. However, we expect to have Wyandotte, Hanna, Wilson, Steinbrenner and Shenango join the Huron seamen in an SIU victory parade on the Lakes.

"In addition to the above named fleets which the SIU is fully confident of winning, we have several other Lakes fleets on our objective list. As these outfits are lined up, they will be petitioned, and voted just as soon as possible after the petitioning."

week in which to show evidence of representation — only 10 percent was necessary — but they failed to prove this.

So, merely in order to hamstring Wyandotte seamen in their efforts to secure an SIU contract with SIU conditions, the NMU filed unfair labor charges.

Now, after stalling an election for the past few weeks, the day of reckoning is just around the corner. Wyandotte seamen know who has been holding up their securing of SIU hours, wages and conditions, the balloting will show it.

OTHER ELECTIONS

Additional hearings were held during the past week on both Hanna and Wilson. In the case of Hanna, the NMU forced into the untenable position of filing unfair labor practice charges.

This is just another phony stalling device to secure more

time for the NMU to make a last desperate dying man's grasp to get additional Hanna votes.

However, Hanna seamen had a bellyful of the NMU's intimidation during their phony strike of last Fall. Hanna seamen were threatened with violence if they didn't strike the Hanna ships, so that the NMU could organize them! Iron ingots were even dropped from bridges onto the decks of Hanna ships in an effort to intimidate the Hanna seamen.

These terroristic tactics, reminiscent of the goon tricks which the NMU attempted on some Isthmian ships, failed to coerce the Hanna seamen.

They wanted a democratic right to choose the Union of their choice through democratic methods, and they rejected all terroristic attempts of the waterfront goons.

Today, the men sailing the Hanna ships are firmly resolved that they want the SIU as their choice to represent them in collective bargaining with the company. And, come hell or high water, we're going to see that Hanna has a chance to vote SIU, and win an SIU contract!

As for Wilson, this Company has resorted to a familiar device. They are refusing to allow Chief Cooks and Utility Engineers to be included in the bar-



(Continued from Page 11)

Veto Anti-Labor Bills, AFL Rally Urges

Excerpts From The Speeches Of Green, Meany, Dubinsky

By AFL President Green:

Abraham Lincoln once said:
"Whatever hurts labor, hurts the nation."

That is as true, now—every word of it—as it was then. And I don't think there can be any question but that the Taft-Hartley Bill hurts labor and therefore the nation.

Thus, it must be obvious to any fair-minded citizen that that Taft-Hartley Bill is a menace to America—a menace not only to all those who work for a living, but a menace to the American people as a whole, and menace to their cherished freedoms.

We, of labor, want a strong America, not a weak and impotent one. We want prosperity in our country, not a Taft-Hartley depression. We want to keep America free, not to let it succumb to the Taft-Hartley brand of oppression.

By Secy.-Treasurer Meany:

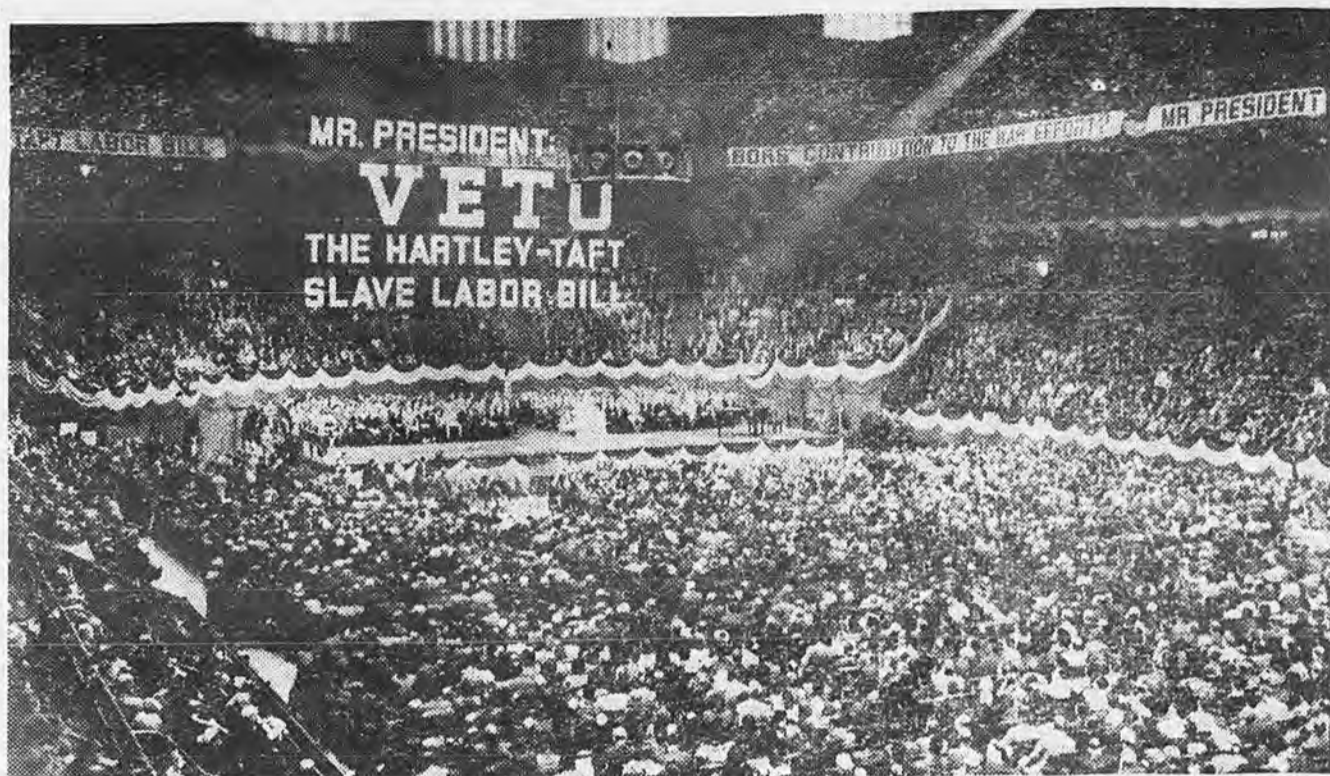
The attack on trade unions contained in the Taft-Hartley anti-labor bill is only one phase of an all-out war against the common people of America. Just as Hitler struck down labor unions as one of the first steps in his plan to enslave the people of Germany, so today we see the profit-greedy industrialists of America attempting to destroy workers' organizations as the first step in their plan to control the economic life of America.

They know only too well that the strength of the trade union movement must be eliminated before they can be secure in their domination of the lives of the people of this Nation. They are out to destroy the social and economic gains made by the little people of America since the failure of Big Business and Big Politics fifteen years ago. They are determined to bring back the good old days when the employer alone decided, under what wages and under what conditions the wage earner gave his labor.

Yes, they want a return to the company union, the company spy, the rule of company thugs, to barbed wire fences, tear gas, company controlled sheriffs, company controlled judges and ever other devilish device of worker oppression that human ingenuity can devise.

By ILGWU President Dubinsky:

One more point—this bill is an invaluable recruiting agent for the Communists. At one strike, it nullifies the struggles we, in the labor movement, have waged against Communists. The Tafts, the Hartleys, and their masters of the NAM are blind. They couldn't do a better job than Stalin's own agents in fostering resentment and strife in our land. Don't they know that this is the stuff upon which Communism feeds and flourishes?



Part of the gigantic AFL rally in New York's Madison Square Garden which called on President Truman to veto the Taft-Hartley "slave labor" bill, and on Congress to support the veto. Twenty thousand AFL members were in the Garden, while thirty thousand gathered outside to hear the speeches on the public address system.



These three top AFL leaders called on President Truman to veto the bill, and characterized the bill as punitive and leading to industrial chaos. Pictured above, left to right, are George Meany, AFL Secretary-Treasurer; William Green, President of the AFL; and David Dubinsky, leader of the International Ladies' Garment Workers' Union.



With telling shots, President Green scored the Taft-Hartley Bill as an instrument of the National Association of Manufacturers, and designed to break up the free American Labor Movement. His words were greeted by resounding cheers.



Everything ran smoothly, and the credit goes to the Committee on Arrangements, pictured above. Left to right, M. Rosen, Vice-President of the Central Trades and Labor Council; Martin T. Lacey, President of the Central Trades and Labor Council; Joseph Tuvim, ILGWU; Thomas Murray, President of the New York State Federation of Labor; Mrs. Betty Hawley Donnelly, Vice-President of the State Federation; William Collins, General Organizer of the AFL; and John Burke, Secretary, Joint Council 16, International Brotherhood of Teamsters.

AGREEMENT

— Between —

Seafarers International Union Of North America

— And —

Seaway Steamship Lines Ltd.

This Agreement executed and entered into on this 1st day of June, 1947, by and between the Seafarers International Union of North America, affiliated with the American Federation of Labor hereinafter referred to as the Union and Seaway Steamship Line Limited hereinafter referred to as the Company and shall remain in effect until the 1st day of June, 1948.

Provided, however, that this Agreement shall be considered as renewed from year to year thereafter by the respective parties hereto, unless either party hereto shall give written notice to the other of its desire to amend or terminate the same. Any such notice shall be given at least sixty (60) days prior to the date of expiration. If such notice shall not be given the Agreement shall be renewed for the succeeding year, and from year to year thereafter. Application by either party to open negotiations for changes in wage scale at any time during the life of this Agreement shall not be deemed cause for termination.

ARTICLE I

Section 1, Recognition. The Company recognizes the Union as the sole collective bargaining agency for all unlicensed personnel from time to time employed by the Company on all deep sea ships of Canadian registry owned and operated by the Company and under Canadian Articles except that it is understood and agreed that this Agreement does not affect nor cover Licensed Personnel, Cadets, Super-cargo, Purser, Doctor, Concessionaires, Cruise Director, and all female employees other than Stewardesses, and Waitresses.

Section 2, Employment: The Company agrees to give preference in employment of unlicensed personnel to members of the Seafarers International Union of North America (Canadian District) and to order all replacements for the unlicensed personnel covered by this Agreement from the offices of the Union, except that it is agreed that this clause shall not apply to employment of galley personnel as specified in supplementary agreement attached hereto.

Section 3, Selection of Personnel: The Company agrees to secure its unlicensed personnel through the offices of the Union with the exception of rating listed in Article 5, Section 5 of this Agreement, and always subject to Section 2 of this Agreement.

The Union agrees to furnish capable, competent, and physically fit employees and in the event that Union men are not furnished with sufficient promptness to avoid delay in any scheduled calling, the Company is at liberty to hire men without regard to Union affiliation.

Section 4, Rejection of Personnel: The Union agrees that the Company shall have the right of rejection of personnel they consider unsuitable with the understanding that if the Union considers the cause of the rejection unjust, the Company agrees to endeavor to reach a satisfactory settlement with the parties involved, the Business Agent of the Union and the member or members in question. If an amicable settlement cannot be reached by this method, the Union agrees to furnish prompt replacements and the matter is to be immediately referred to a Port Committee for final settlement. In the event the Port Committee rules that the member or members have been unjustly rejected the Company agrees to pay the member or members in question thirty (30) days wages at their regular monthly rate of pay for the position they were originally dispatched to the ship to fill. In the event any decision of the Company physician is challenged by the Union as to the physical fitness of a Union member said member shall be re-examined by a Public Health Physician and his decision shall be binding.

Section 5, Passes: The Company agrees to issue passes to the Union representative for the purpose of contacting its members aboard the vessels of the Company covered by this agreement. Representatives of the Union shall be allowed aboard at any time but shall not interfere with men at work unless said men are properly relieved. (The relief gets no extra compensation).

Section 6, Port Committee: For the adjustment of any grievances arising in connection with performances of this agreement which cannot be satisfactorily adjusted aboard the vessel there shall be established a Port Committee. The Port Committee shall consist of three (3) representatives of the Union and three (3) from the Company. It shall be the duty of the Port Committee to meet within twenty-four (24) hours Saturdays, Sundays, and holidays, excluded. In the event that the committee cannot agree, the decision of an impartial referee acceptable to both parties to this agreement shall be final and binding.

ARTICLE II General Rules

Section 1—Discrimination: The Company agrees not to discriminate against any man for legitimate Union Activity.

Section 2 — Stoppage of Work: There shall be no strikes, lockouts, or stoppage of work while the provisions of this Agreement are in effect.

Section 3—Emergency Duties and Drills: Any work necessary for the safety of the vessel, passengers, crew, or cargo, or for the saving of other vessels in jeopardy and the lives thereon, shall be performed at any time and such work shall not be considered overtime. Whenever practicable, lifeboat and other emergency drills shall be held on week-days between the hours of eight (8) A.M. and 4:30 P.M. and on Saturdays between the hours of 8 A.M. and 12 Noon. Preparations for drills such as stretching fire hose and hoisting and swinging out boats, shall not be done prior to the signals for such drills, and after drill is over all hands shall secure boat and gear. In no event shall overtime be paid for work performed with such drills.

Section 4—Ships Chartered By The Company: This Agreement is binding with respect to all ships chartered by the Company. (See provisions of attached supplement.)

Section 5—Safe Working Conditions: The Employer shall furnish safe working gear and equipment when in any harbor, roadstead or port, no man shall be required to work under unsafe conditions. Ordinary hazards of the sea shall not be considered unsafe conditions when applying this section.

Section 6—Securing Vessel for Sea: All vessels of the Company must be safely secured before leaving the harbor limits for any voyage. Vessels sailing in the daytime must be safely secured before leaving the harbor limits. In the event the vessel is not safely secured before reaching the harbor limits the vessel shall proceed to a safe anchorage and be secured before proceeding to sea. Vessels sailing after dark shall be safely secured before leaving the dock, or may proceed to a safe anchorage to secure vessel before proceeding to sea. When lights can be maintained on the after deck gear and hatches may be secured on this deck enroute to anchorage.

Section 7—Sailing Board Time: (a) The sailing time shall be posted at the gangway on arrival when the vessels' stay in port is twelve (12) hours or less. When the stay exceeds twelve (12) hours the sailing time shall be posted eight (8) hours prior to scheduled sailing, if before midnight. If scheduled between midnight and eight (8) A.M. sailing time shall be posted not later than 5:30 P.M.

(b) All members of the unlicensed personnel shall be aboard the vessel in a sober condition and ready for sea at least two (2) hours before the scheduled sailing time. In the event any member of the unlicensed personnel fails to comply with this provision, the Company shall call the Union and the Union shall furnish a replacement. If the original member reports after the Company has called for a replacement the man sent by the Union as such replacement shall receive two (2) days pay, which two (2) days pay shall be paid by the member who was late in reporting for duty.

(c) If the vessel's departure is delayed and the delay

is due to the loading or discharging of cargo, the new time of departure shall immediately be posted on the board and if such delay exceeds two (2) hours the watch below may be dismissed and shall receive two (2) hours overtime for such reporting.

(d) In the event, after cargo is aboard or discharged and ship is ready to proceed, the full complement of unlicensed personnel is not on board, no overtime shall be paid.

(e) The overtime prescribed above shall not apply when sailing is delayed on account of weather, such as rain, fog, or any other condition beyond the vessel's control.

Section 8—Ship's Delegate: One man in each department on each vessel shall act as delegate for such department. Such delegates are privileged to present to their superior officers, on behalf of the members in their department facts and opinions concerning any matter wherein adjustment or improvement is thought proper. Any matter so presented which is not adjusted satisfactorily to all concerned shall be referred to the Union officials and Company officials upon vessel's arrival in the first port where the Union and the Company have officials for adjustments as provided under Article I, Section 5, of this Agreement.

Section 9. Authority of Master and Obedience of Crew: Nothing in this Agreement is intended to, and shall not be construed, to limit in any way the authority of the Master or other officers, or lessen the obedience of any member of the crew to any lawful order.

Section 10—Return to Port of Engagement: In the event a ship of the Company is sold, interned, lost or laid up the crew shall be given transportation back to the port of engagement with subsistence, room and wages. When room and subsistence is not furnished aboard the vessel, room and meal allowance will be paid as prescribed in Article II, Section 35 until crew is furnished repatriation by train, plane or vessel.

Section 11—In the event a ship of the Company is lost the crew shall be recompensed for the loss of clothing, not to exceed three hundred dollars (\$300.00) and to be repatriated to the port of engagement with subsistence, room and wages as per this Agreement.

Section 12. Travelling. (a) Members of the Union when transported by the Company during the course of their employment shall be provided with first-class transportation by rail; when travel at night is involved a lower berth shall be provided or the cash equivalent thereof and with subsistence at the rate of \$4.00 per day in addition to their regular monthly wages. When traveling by ship is involved men shall be provided with second class transportation or the cash equivalent thereof. If a member of the Union completes three months continuous service with the Company, he will be entitled to the benefits of this provision.

(b) When a member of the Union is discharged for cause or voluntarily quits his job before completing three months continuous service with the Company, he shall not be entitled to any travel allowances or other benefits of this section.

Section 13—Customary Duties: Members of all departments shall perform the necessary and customary duties of that department. Each member of all departments shall perform only the recognized and customary duties of his particular rating.

Section 14—Holidays. The Company agrees to recognize all Canadian Statutory Holidays, namely: Christmas Day, New Year's Day, Dominion Day, Good Friday, Thanksgiving, and Remembrance Day. In the event V.E. or V.J. Day are observed as National Holidays they shall be included in this list.

Saturday afternoons, Sundays and holidays while at sea shall be considered holidays for the unlicensed personnel not on watch. Men on watch shall perform only the routine duties necessary for the safe navigation of the vessel on these days.

In the event any of the above named holidays fall on Sunday the Monday following shall be observed as such holiday. Any day that is a recognized holiday for the longshoreman in Continental U.S. Ports shall also be a recognized holiday for the crew while in that particular port.

Section 15—Port Time: For the purpose of applying port overtime provisions of this Agreement, "Port Time" or the words "In Port" shall be defined to mean the following:

Commencement of Port Time:

(a) From the time a vessel is properly secured to a dock, buoy or dolphins for the purpose of: Loading and/or discharging cargo, ballast, passengers or mail; undergoing repairs; taking on fuel, water or stores; fumigation; lay-up; awaiting orders or berth.

(b) From the time the vessel is properly moored or anchored for the purpose of: loading and/or discharging cargo, ballast, passengers or mail; undergoing repairs; taking on fuel, water or stores; fumigation; lay-up; awaiting orders or berth.

(c) Port overtime provisions shall not apply to vessels entering a port and anchoring for the sole purpose of avoiding inclement weather.

(d) Port time shall not commence until the vessel has shifted from quarantine anchorage to a berth or other anchorage for the purpose as provided for in subsection (a) and (b) of this Section.

(e) Vessels lying at the same anchorage after obtaining quarantine clearance shall be considered awaiting berth and port overtime provisions shall apply except in cases where vessel cannot move due to weather conditions.

(f) Port overtime provisions shall not apply to vessels mooring or anchoring for sole purpose of awaiting transit of canals such as the Panama Canal.

(g) Port overtime provisions shall not apply to vessels mooring or anchoring for sole purpose of landing sick or injured persons.

However, a vessel taking on fresh fruits, vegetables or milk while transiting the canal shall not be considered to be in port under sub-section (b) of this section.

Termination of Port Time:

(h) Port time shall terminate when the first ahead or astern bell is rung the day the vessel leaves the harbor limits, however, this paragraph shall not apply in cases where the vessel is being shifted as provided for in Article II, Section 21.

Section 16—Shifting Ship. After the vessel arrives in port as outlined in Article II, Section 16, any subsequent move in inland waters, bays, rivers and sounds shall be regarded as shifting ship and overtime paid for men on duty while such moves are performed on Saturdays, Sundays and holidays and after 5 P.M. until 8 A.M. week days with the following exceptions:

- Port Alfred to Montreal or vice versa
- Port Alfred to Quebec or vice versa
- Montreal to Quebec or vice versa
- All moves from American ports to British-Columbia ports or vice versa.
- Norfolk to Baltimore or vice versa.
- Montevideo to Buenos Aires to Rosario or points above or vice versa
- Boston to New York or vice versa.

Moves from Baltimore through the Chesapeake and Delaware Canal to Wilmington, Camden or Philadelphia or vice versa, shall be considered a move of the ship and such work after 5 P.M. and before 8 A.M. or Saturdays, Sundays or holidays shall be paid for at the overtime rate.

Section 17—Standby Work. When men are hired by the Company for standby work in port by the day and board and lodging are not furnished to them on the ship, they shall be paid at the rate of \$1.45 per hour. Their regular hours of work shall be from 8 A.M. to Noon and from 1 P.M. to 5 P.M. Monday through Friday. Any work performed by them outside their regular hours of work shall be paid for at the rate of \$2.17½ per hour. Men hired to perform standby work shall perform any work that shall be assigned to them by their superior officer, and they shall not be subject to any working rules set forth in this Agreement unless they shall be required to keep steam in the boilers or oil winches. When standby work in any particular department is to be performed, an effort shall be made to obtain men with ratings in such department if they are available and are competent to perform such work.

Any man so hired for standby work that reports when ordered shall be guaranteed not less than four hours work and shall be paid in accordance with the rates of pay outlined in this section.

Section 18—Longshore Work By Crew: In those ports where there are no longshoremen available, members of the crew may be required to do longshore work or drive winches for the purpose of handling cargo. For such work performed they shall be paid in addition to their regular monthly wages, one dollar and fifty cents (\$1.50) per hour for their watch on deck and two dollars and twenty-five (\$2.25) per hour for the watch below.

After 5 P.M. and before 8 A.M. and on Saturdays, Sundays or holidays the rate shall be \$3.00 per hour for all hands so engaged.

This Section shall not be construed as to be applicable to any work where longshoremen are not available due to labor trouble.

Section 19—Working Ballast: Whenever members of the crew may be required to discharge ballast out of holds or handle or discharge ballast on deck, the watch on deck shall receive their straight overtime rate for such work. The watch below shall receive time and one-half their overtime rate for such work.

Day men shall receive their straight overtime rate between the hours of 8 A.M. and 12 Noon and 1 P.M. and 5 P.M. After 5 P.M. and before 8 A.M. day men shall receive time and one-half their overtime rate. If watches are broken, day men's scale applies to the entire crew.

Sand Ballast shall be washed off decks with hose during regular working hours without the payment of overtime.

Section 20—Division of Wages of Absent Members: (a) When members of the unlicensed personnel are required to do extra work because the vessel sailed without the full complement as required by vessels certificate, under circumstances where the law permits such sailing, the wages of the absent members shall be divided among the men who perform their work, but no overtime shall be included in such payments.

(b) At sea, when day men are switched to sea watches and promoted for the purpose of replacing men who are injured or sick they shall receive the differential in pay and overtime for watches stood on the 1st Saturday afternoon of standing sea watches.

(c) When men standing sea watches are promoted for the purpose of replacing men who are injured or sick, they shall receive the differential in pay only.

(d) But in no event shall any member of the unlicensed personnel work more than eight (8) hours in any one day without the payment of overtime.

Section 21—Overtime Rate: The overtime rate for unlicensed personnel receiving less than \$200.00 per month shall be \$90 per hour. All ratings receiving \$200.00 or more per month, the overtime rate shall be \$1.05 per hour.

Section 22—Computation of Overtime: When overtime worked is less than one (1) hour overtime for one (1) full hour shall be paid. When overtime worked exceeds one (1) hour, the overtime work performed shall be paid for in one-half (½) hour periods, and fractional part of such period shall count as one-half (½) hour.

Section 23—Commencement of Overtime: Overtime shall commence at the time any employee shall be called to report for work outside of his regular schedule provided such member reports for duty within fifteen minutes. Otherwise overtime shall commence at the actual time such employee reports for duty and such overtime shall continue until the employee is released.

Section 24—Checking Overtime: After authorized overtime has been worked, the senior officer of the department on board will present to each employee who has worked overtime a slip stating hours of overtime and nature of work performed. An overtime book will be kept to conform with individual slips for settlement of overtime. Officers and men shall keep a record of all disputed overtime. No claim for overtime shall be valid unless such claim is presented to the head of the department within seventy-two (72) hours after completion of the work. When work has been performed and an overtime claim is disputed the head of the department shall sign the disputed overtime slip, thereby acknowledging that the work was performed.

Section 25—Continuous Overtime: When working overtime and crew is knocked off for two hours or less, the overtime shall be paid straight through. Time allowed for meals shall not be considered as overtime in this clause.

Section 26—Payment of Overtime: All money due for crew overtime shall be paid at the signing off. In the event payment of overtime is delayed by the Company beyond twenty-four (24) hours after signing off articles, additional compensation shall be paid at the rate of \$10.00 a day for each calendar day or fraction thereof aforesaid payment of overtime wages is delayed. This shall not include disputed overtime being settled between the Union Representatives and the Company.

Section 27—Rest Periods: When ship is under port working rules and sea watches have not been set and members of the unlicensed deck and engine personnel are required to turn to on overtime between midnight and 8 A.M. they shall be entitled to a rest period of one hour for each hour worked between midnight and 8 A.M., such rest period to start at 8 A.M. the same day. Such rest periods shall be in addition to cash overtime allowed for such work. If rest period is not given, men shall be entitled to additional overtime at the regular overtime rate, in lieu thereof. This section shall not apply to men turning to on overtime at 6 A.M. or after.

Section 28—Work Performed by Other Than Members of the Unlicensed Personnel: (a) Any work performed by cadets, workaways, passengers, prisoners of war, staff officers or any member of the crew other than the unlicensed personnel, that is routine work of the unlicensed personnel, shall be paid for at the regular overtime rate. Such payment to be divided among the unlicensed personnel ordinarily required to perform such work.

(b) In such cases as no unlicensed personnel is available to carry out routine duties, making it necessary for such duties to be performed by a member of the licensed personnel, such member of the unlicensed personnel shall forfeit from his pay the equivalent of the overtime to the member of the licensed personnel performing such work. This not to apply to Stewards Department.

Section 29—Carrying of Cadets, Etc. In Lieu of Crew: No cadets, workaways, or passengers shall be carried in lieu of the crew.

Section 30—Launch Service: When a ship is anchored or tied up to a buoy for eight hours, or over, for the purposes outlined in Article II, Section 16, the unlicensed personnel off duty shall be allowed one round trip to shore at the Company's expense, every 24 hours, where launch service is available.

Section 31—Room and Meal Allowance: When board is not furnished unlicensed members of the crew, they shall receive a meal allowance of \$1.00 for breakfast, \$1.00 for dinner and \$1.00 for supper. When men are required to sleep ashore, they shall be allowed \$3.00 per night.

Section 32—Meal Hours—Relieving for Meals: The meal hours for the unlicensed personnel employed in the Deck and Engine Department shall be as follows:

Breakfast 7:30 A.M. to 8:30 A.M.
Dinner 11:30 A.M. to 12:30 P.M.
Supper 5:00 P.M. to 6:00 P.M.

(a) At sea the 4 to 8 watch shall relieve itself for supper.

(b) The 12 to 4 watch on sailing day is to be knocked off at 11 A.M. in order to eat at 11:30 A.M. and to be ready to go on watch at 12 Noon.

(c) These hours may be varied, but such variation shall not exceed one hour either way provided that one unbroken hour shall be allowed at all times for dinner and supper when the vessel is in port. When watches are broken, if one unbroken hour is not given, the man involved shall receive one (1) hour's overtime in lieu thereof. This penalty hour shall be in addition to the actual overtime worked the meal hour.

(d) When crew is called to work overtime before breakfast and work continues after 7:30 A.M., a full hour shall be allowed for breakfast, and if breakfast is not served by 8 A.M. overtime shall continue straight through until breakfast is served.

(e) If one unbroken hour is not given, the men involved shall receive one hour's overtime in lieu thereof.

(f) When the watch below or men off duty are working on overtime at sea or in port, they

shall be allowed one unbroken meal hour, if one unbroken meal hour is not given the men involved shall receive one hour's overtime in lieu thereof. This penalty hour shall be in addition to the actual overtime worked during the meal hour. The provisions in this section shall be applicable at all times at sea or in port to men on day work.

Section 33—Fresh Provisions: Adequate supply of fruit juices shall be provided for the unlicensed personnel. Fresh milk, fruit and vegetables will be furnished at every port touched, where available, and if supply is possible a sufficient amount to last until the next port or to last until the food would ordinarily, with good care, spoil. Shore bread shall be furnished at all U.S. ports when available.

Section 34—Midnight Lunch: If crew works continuous overtime until midnight, men shall be provided with hot lunch at midnight, one hour to be allowed for such meal, if the work continues. If this full hour is not allowed, an addition hour overtime shall be paid. If the crew works as late as 9 P.M., coffee and lunch shall be provided. Fifteen minutes shall be allowed and be included in overtime if work continues. If crew works as late as 3 A.M. coffee and lunch shall be provided. If crew works as late as 6 A.M. coffee shall be provided. Fifteen minutes shall be allowed and be included in overtime if work continues.

Section 35—Coffee Time: (a) All hands shall be allowed fifteen (15) minutes for coffee at 10:00 A.M. and 3:00 P.M., or at convenient time near those hours.

(b) When crew is called to work overtime coffee shall be made by the watch or watchman and be ready at the time of calling, and allowed fifteen minutes of readiness period.

Section 36—Crew Equipment: The following items shall be supplied the unlicensed personnel employed on board the vessels of the Company:

1. A suitable number of blankets.
2. Bedding consisting of 2 white sheets, one spread, one white pillow slip, which shall be changed weekly except that in the tropics, pillow slips shall be changed twice weekly.
3. One face towel and one bath towel which shall be changed twice weekly.
4. One cake of Lux, Lifebuoy, or Palmolive soap with each towel change.
5. One box of matches each day.
6. Suitable mattresses and pillow shall be furnished but hair, straw or excelsior shall not be suitable.
7. All dishes provided for the use of the unlicensed personnel shall be of crockery.
8. Sanitubes shall be available for the unlicensed personnel at all times.

Any member willfully damaging or destroying linen shall be held accountable for same. When linen is not issued, men shall receive \$2.00 each week for washing their own linen. Crew shall turn in soiled linen before receiving new issue of linen.

Section 37—Uniforms: All uniforms required by the Company for all unlicensed personnel shall be furnished and paid for by the Company. In the event a man is required to furnish his own uniform he shall be paid an additional \$12.50 per month for same.

Section 38—Mess Room: Each vessel shall be furnished with a messroom for the accommodation of the crew, such messroom or messrooms to be in each case so constructed as to afford adequate sitting room for all and to be so situated as to afford full protection from the weather and from head and odors arising from the vessel's engine room, fire room and hold and toilet.

Section 39—Crew's Quarters: All quarters assigned for the use of the unlicensed personnel are to be kept free from vermin insofar as possible. This is to be accomplished through the use of extermination facilities provided by the Company, or fumigating the quarters every 6 months with gas.

Room allowance as provided in Section 32 shall be allowed when vessel is in port and:

1. Heat is not furnished in cold weather.
2. When hot water is not available in crew's washrooms for a period of twelve (12) or more consecutive hours.
3. When crew's quarters have been painted and paint is not absolutely dry and other suitable quarters are not furnished aboard.
4. At all times when vessel is in dry dock overnight and it is impossible to keep crew on board.
5. When linen is not issued upon man's request prior to 6 P.M. on the day the seaman joins the vessel.
6. When vessel is being fumigated and not cleared before 9 P.M., men standing midnight to 8 A.M. watch shall be entitled to room allowance in any event.

Section 40—Ventilation: All quarters assigned to the unlicensed personnel and all messrooms provided for their use shall be adequately screened and ventilated and a sufficient number of fans where no trunking exists shall be provided.

Section 41—Washrooms: Adequate washrooms and lavatories shall be made available for the unlicensed personnel of each division, washrooms to be equipped with a sufficient number of shower baths which shall be adequately equipped with hot and cold fresh water.

Section 42—Lockers: A sufficient number of lockers shall be provided so that each employee shall have one locker of full length whenever space permits, and sufficient space to stow a reasonable amount of gear and personal effects.

Section 43—Copies of Agreements to be Furnished: Copies of this Agreement shall be furnished to the Master, Chief Engineer and Chief Steward who in turn shall supply each departmental delegate with a copy at the commencement of each voyage.

Section 44—Jury Toilets: When and wherever necessary for sanitary reasons jury toilets shall be rigged on the poop deck.

Section 45—Money Draws in Foreign Ports: Monies tendered for draws in foreign ports shall be in Canadian or U.S. Currency, where it does not conflict with existing laws.

Section 45—Calendar Day: For the purpose of this Agreement the calendar day shall be from midnight to midnight.

ARTICLE III Deck Department

WAGES

Section 1. Wages. The monthly rates of pay of Unlicensed personnel in the Deck Department when the respective ratings are carried shall be as follows:

Rating	Monthly Rate of Pay
Boatswain	\$202.50
Carpenter	202.50
Quartermaster	164.00
Able Seamen	164.00
Ordinary Seamen	145.00

*When the Carpenter is required to furnish his own tools, he shall be paid \$7.50 per month in addition to his basic wage per month.

Section 2. Setting Watches. Sea watches shall be set not later than noon on sailing day. When the vessel sails before noon watches shall be set when all lines are on board and vessel is all clear of the dock.

Section 3. Breaking Watches and Work in Port. (a) In all ports watches shall be broken except in these ports where stay of vessel will not exceed twenty-four (24) hours, then watches shall run consecutively. Any work performed on watch below shall be overtime. Any part of watch from midnight until 8:00 A.M. on day of arrival shall constitute a complete watch. This shall not apply to men required for gangway watch. When such arrival occurs on Sunday, overtime shall only be paid for hours actually worked on such watch.

(b) In port when sea watches are broken the hours of labor shall be 8 A.M. to 12 Noon and 1 P.M. to 5 P.M. Monday through Friday. Any work outside of these hours or on Saturdays, Sundays and Holidays shall be paid for at the regular overtime rate for the respective ratings.

(c) In port when watches are broken a gangway shall be maintained at all times. A sailor may be assigned to maintain this watch and eight (8) hours shall constitute a watch. No overtime shall be paid for these watches on week days between the hours of 5:00 P.M. and 8:00 A.M. Overtime shall be paid for watches stood from midnight to midnight on Saturdays, Sundays and holidays.

Sailors standing gangway watches shall not be required to care for cargo lights without payment of overtime. Sailors standing gangway watches shall not be required to do any other work except raise or lower gangway, tend gangway lights, and man ropes.

(d) In port all work done on Saturday, Sundays and holidays shall be paid for at the regular overtime rate.

Section 4. Work at Sea. Standing Sea Watches. (a) Men standing sea watches shall be paid overtime for Sunday watches and for all work in excess of eight (8) hours between midnight and midnight each day. No work except for the safe navigation of the vessel is to be done after 5 P.M. and before 8 A.M. and on Saturday afternoons, Sundays and holidays without payment of overtime.

(b) Sanitary work shall be done on week days between 6 A.M. and 8 A.M. without the payment of overtime. Sanitary work in this section shall mean cleaning the wheelhouse, chart room, cleaning windows and mopping out wheelhouse.

(c) If a man standing regular watch at sea on Sunday for which he receives overtime is required to do work other than routine work for the safe navigation of the vessel, cleaning quarters as outlined in Article III, Section 17, and docking or undocking as outlined in Article III, Section 16, he shall be paid overtime in addition to the overtime that he receives for standing the regular sea watch on Sunday.

(d) If a man standing sea watches on Sunday is required to do Longshore work, tank cleaning or handling explosives during his watch he shall not receive the Sunday overtime but shall be paid the overtime rate as specified in this agreement for that type work in lieu of the regular overtime rate.

Section 5. Division of Watches. (a) The sailors while at sea shall be divided into three watches which shall be kept on duty successively for the performance of ordinary work incident to the sailing and maintenance of the vessel.

(b) Not less than three seamen shall constitute a complete sea watch at all times. When any of these three ratings are missing and the watch is not complete, wages equivalent to the rating that is missing from the watch shall be paid to the other member or members making up the remainder of the watch.

(c) When the watch below is called out to work they shall be paid overtime for work performed during their watch below, except for such work as defined in Article II, Section 3.

Section 6. Day Workers. (a) The following ratings shall be classified as day workers; Boatswain, Carpenters, Storekeeper, AB Maintenance.

(b) The working hours at sea for all men classified as day workers shall be from 8 A.M. to 12 Noon and 1 P.M. to 5 P.M. Monday through Friday, and 8 A.M. to 12 Noon, Saturday. Any work performed by day men outside of these hours shall be paid for at their regular overtime rate, except for such work as defined in Article II, Section 3.

(c) Working hours in port for all men classified as day workers shall be from 8 A.M. to 12 Noon and 1 P.M. to 5 P.M. Monday through Friday. Any work outside these hours or on Saturdays, Sundays and holidays to be paid for at their regular overtime rate.

Section 7. Relieving Helmsman. No mate shall relieve the helmsman except in an emergency, Sougeeing, chipping, painting, etc., shall not be considered an emergency.

Section 8. Unsafe Working Conditions. Working in holds into which cargo is being loaded or discharged shall be considered unsafe working conditions. (Men working or watching cargo shall not be included in this clause.)

Section 9. Securing Cargo. (a) If cargo is not properly secured before going to sea and the watch below is required to secure such cargo, they shall be paid at the rate of overtime and one-half for such work performed. If the watch on deck is required to perform such work they shall be paid at the overtime rate.

(b) Routine tightening up of cargo lashings and re-

lashings of cargo which has come adrift shall not constitute overtime.

Section 10. Call Back for Shifting Ship. When vessel is in port watches are broken and men are called back to work after 6 P.M. and before 8 A.M. or on Saturdays, Sundays, or holidays for the purpose of shifting ship in inland waters, a minimum of two (2) hours overtime shall be paid for each call, except when men are knocked off for a period of one (1) hour or less, in which case time shall be continuous.

Section 11. Using Paint Spray Guns. When members of the crew are required to use paint spray guns they shall be paid at the regular overtime rate during straight time hours and at the rate of time and one half the overtime rate during overtime hours.

Section 12. Division of Overtime. All overtime worked shall be divided as equally as possible among the members of the deck crew. In any event the Boatswain shall be allowed to make as many hours overtime as the high man's overtime in the Deck Department. If the boatswain is required to work with and supervise the watch on deck on Sunday at sea for which the watch on deck receives additional overtime, he shall receive the same amount for which the watch on deck receives additional overtime, he shall receive the same amount of overtime per hour as paid to a member of the watch on deck, in lieu of his regular rate.

When the boatswain is working alone or with men on watch below only on Sunday, he shall receive the regular overtime rate prescribed.

Section 13. Cleaning Bilges and Deck. (a) When members of the Deck Department are required to clean bilges, or clean roseboxes wherein the residue of grain or organic fertilizer is present, the watch on deck shall be paid the regular overtime rate, and the watch below shall be paid at the rate of overtime and one-half. This is also to apply to bilge and decks that have been flooded with fuel oil.

(b) When members of the crew are required to enter bilges that have contained animal, vegetable, petroleum oil or creosotes including bunkers or molasses, for the purpose of cleaning or making repairs therein, the watch on deck during straight time hours shall be paid at the rate of \$1.50 per hour.

Section 14. Additional Work. (a) In all ports, members of the Deck Department may be required to chip, sougee, scale, prime and paint the vessel over sides.

(b) Overtime shall be paid when sailors are required, either in port or at sea, to chip, sougee, scale, prime or paint galley, pantry, saloon, living quarters, forecastles, lavatories and wash rooms which are not used by the Unlicensed Deck Department. This shall apply to all enclosed passageways with doors or bulkheads at both ends.

Section 15. Going Ashore to Take Lines. The practice of putting sailors ashore on dock to handle lines when docking or undocking is to be avoided as far as possible. If, however, no other means for handling lines is available and sailors are put on the dock to catch the lines or let them go, the sailors actually going on the dock are to receive \$1.00 each in each case. This is to be in addition to overtime, if they are working overtime at that particular moment.

Section 16. Docking and Undocking. The watch on deck shall receive overtime for breaking out or stowing away mooring lines, docking or undocking after 5 P.M. and before 8 A.M., and on Saturday afternoons and holidays. All hands, necessary, shall be used to perform this work.

Section 17. Cleaning Quarters. One Ordinary Seaman on duty shall be assigned to clean the quarters and toilets of the unlicensed personnel of the Deck Department. Two (2) hours shall be allowed for this work between the hours of 8 A.M. and 12 Noon daily. He shall be allowed two (2) hours for this work on holidays and shall receive two (2) hours overtime.

Section 18. Handling Hatches. (a) When the sailors are used to remove hatches, strong backs, and tank tops for the purpose of loading or unloading cargo, or to cover up hatches when cargo is in the vessels, they shall receive overtime as per Article II, Section 23, of the General Rules of this agreement.

(b) No overtime to be paid to day men on watch on deck between the hours of 8 A.M. and 5 P.M. for covering up when no cargo is in the ship or taking off hatches for the purpose other than actual cargo operations.

(c) This section shall not be interpreted to mean that the Deck Department shall do this work, where it conflicts with the longshoremen and the longshoremen have contracts that they shall do this.

Section 19. Cleaning Steering Engine. When sailors are required to clean steering engine or steering engine bed, they shall be paid overtime for such work performed. However, sailors may be required to clean steering engine room and grease tiller chains in their watch on deck during straight time hours without the payment of overtime.

Section 20. Ship's Stores. (a) Sailors may be required to handle deck stores both on the dock and on board ship during their regular hours without payment of overtime. Regular hours are defined to mean 8 A.M. to 12 Noon and from 1 P.M. to 5 P.M. Monday through Friday.

(b) When sailors are required to handle Stewards or Engine Room stores, both on dock and aboard the ship, they shall be paid overtime at the regular overtime rate during straight time hours and at the rate of time and one-half the overtime rate during overtime hours.

(c) Daily supplies of fresh provisions such as milk, bread, and vegetables shall be brought aboard by sailors when required to do so without payment of overtime.

(d) Ship's officers shall determine the number of sailors to be used in handling stores.

(e) The Company reserves the right at any time to use shore gangs to handle ship's stores.

Section 21. Topping or Lowering Booms. When all hatches are to be rigged or unrigged, all hands available are to be used in topping or lowering booms. If the booms of only one hatch are to be topped or lowered, not less than two full watches are to be used.

(a) The watch on deck may stretch guys, topping lifts and generally make ready cargo gear for topping booms.

(b) When booms are lowered and properly secured, the watch on deck may clear the deck and secure guys.

(c) The watch on deck shall perform this work without the payment of overtime during straight time hours.

(d) All hands necessary shall be used for docking and undocking the vessel at all times.

Section 22. Handling Mail or Baggage. When sailors are required to handle mail or baggage they shall receive the overtime rate provided in Article II, Section 23 of this agreement.

Section 23. Boatswain or Carpenter Standing Watch. (a) If the Boatswain or Carpenter are required to stand watch due to shortage of men, such watches stood between the hours of 5 P.M. and 8 A.M. and all watches stood between the hours of 12 Noon Saturday and 8 A.M. Monday shall be paid for at the regular overtime rate. However, all watches stood shall be in addition to their regular duties as boatswain or carpenter. In such cases there shall be no division of wages.

(b) AB Maintenance may be required to replace any unlicensed member of the Deck Department when said member is sick or missing without payment of overtime, except on first Saturday afternoon of standing sea watch.

Section 24. Carpenter's Work. (a) Carpenters shall paint, chip, or clean the windlass and sound bilges, fresh water ballast tanks where sounding pipes are located outside of engine or fireroom spaces, shore up cargo, and do customary carpenter's work aboard the vessel.

(b) Carpenters shall be required to stand by the windlass when mooring or unmooring or anchoring or when necessary.

(c) 1. The Boatswain shall stand by the windlass and shall take soundings when no carpenter is carried.
2. An AB Seaman may be required to relieve the Boatswain at the windlass during the Boatswain's regular working hours.

(d) When soundings are taken after 5 P.M. and before 8 A.M. Saturday afternoon, Sundays, and holidays, overtime shall be paid for such work performed.

(e) Only members of the unlicensed deck personnel shall be required to take soundings in absence of the Boatswain and Carpenter, except in an emergency. When this work is done after 5 P.M. and before 8 A.M. and one Saturday afternoons, Sunday, or holidays, overtime shall be paid at the regular overtime rate.

(f) When members of the Deck Department are required to do carpenter work they shall be paid at the rate of \$1.00 per hour for watch on deck and \$1.50 per hour for watch below. Driving wedges, chipping, painting or cleaning windlass shall not be considered carpenter work on ships that do not carry a ship's carpenter.

Section 25. Cleaning of Quarters. The unlicensed personnel of the Deck Department shall keep their respective living quarters clean and tidy at all times, however, this shall not be construed to mean the daily cleaning by the ordinary seaman each morning.

Section 26. Dumping Garbage. When members of the Deck Department are required to handle garbage by hand or shovel, the watch on deck shall be paid at the regular overtime rate, and the watch below shall be paid at the rate of overtime and one-half.

Section 27. Sea Watches in Port. When sea watches have been set or have not been broken, all members of each respective watch shall be on duty and shall be paid overtime on Saturdays afternoons, Sundays and Holidays.

Section 28. Chain Locker. Able Seamen, only, shall be sent to the Chain Locker to stow chain. In the event the Chain Locker is located lower than one deck below the windlass, a suitable signaling system must be installed. System to consist of two way bell or buzzer or voice tube. This shall only apply when men are sent in the Chain Locker for the purpose of stowing chain.

Section 29. Removing Soot from Smoke Stack. When members of the Deck Department are required to remove soot accumulated inside of the smoke stack, they shall receive overtime during regular working hours and time and one-half during overtime hours.

Section 30. Tank Cleaning. (a) When members of the crew are required to enter any tank in which water is regularly carried for the purpose of cleaning or making repairs therein they shall be paid straight overtime for straight time hours for such work; for such work between the hours of 5 P.M. and 8 A.M. or on Saturdays, Sundays, or Holidays overtime and one-half shall be paid.

(b) When members of the crew are required to enter tanks that have contained animal, vegetable, petroleum oil or creosotes including bunkers or molasses, including use of Butterworth System for the purpose of cleaning or making repairs therein, the watch on deck during straight time hours shall be paid at the rate of \$1.50 per hour. On Saturdays, Sundays, and Holidays or between the hours of 5 P.M. and 8 A.M. the rate for such work shall be \$3.18 per hour. Three hours overtime at the rate of \$1.25 per hour shall be paid for this work in addition to the overtime actually worked, however, this three hours overtime shall be paid only once when tanks are being cleaned on consecutive working days.

Section 31. Laying Dunnage for Cargo. When the crew are required to actually lay dunnage in preparation for cargo, they shall be paid at the regular overtime rate for the watch on deck and overtime and one-half for the watch below. This does not mean handling of dunnage in order to clean holds or stacking dunnage or removing dunnage from holds, but only refers to actual flooring off with dunnage for cargo. When crew is required to install grain fittings or otherwise prepare holds for grain cargo, except as outlined above, they shall be paid at the overtime rate for such work performed.

Section 32. Tending Livestock. When livestock is carried, the sailors may be required to feed and clean up and otherwise tend the livestock. During straight time hours they shall receive the regular overtime rate and overtime and a half during overtime hours.

ARTICLE IV Engine Department

WAGES

Wages. The monthly rates of pay of Unlicensed Personnel in the Engine Department when respective ratings are carried shall be as follows:

Rating	Monthly Rate of Pay
Engine Utility, Electrician Plumber combined	\$225.00
Oiler	165.00

(b) No member of the Stewards Department shall be required to serve meals to officers or crew (except those entitled to dining saloon service as in Section 5, Paragraph a) outside of their respective messrooms, without the payment of overtime. It being agreed that certain members of unlicensed personnel take meals in dining saloon prior to regular meal hours and are entitled to service without overtime. This section shall not be construed to apply to passengers or personnel served during regular working hours on account of illness.

Section 6. Late Meals. (a) When members of the Stewards Department are required to serve late meals due to the failure of officers failing to eat within the prescribed time, the members of the Stewards Department actually required to stand by to prepare and serve the late meals shall be paid at the regular overtime rate, except in case of dire emergency.

(b) When meal hours are extended for any reason at all, and the unlicensed personnel are unable to eat within the regular prescribed time, all members of the Stewards Department required to stand by to prepare and serve the meal shall be paid at the regular overtime rate for the time the meal is extended. This shall not be construed to mean overtime shall be paid when meal hours are shifted as per Article II, Section 36, Paragraph (c) of this Agreement.

Section 7. Extra Meals. (a) When meals are served to other than officers or to crew in the messrooms, fifty cents per meal shall be paid. This is to be divided among the members of the Stewards Department actually engaged in preparing and serving the meals. No extra meals shall be served without the authority of the Chief Steward of the vessel.

(b) All meals served in the passenger's dining saloon other than to passengers, the Captain, Chief Engineer, Purser, Doctor, Cruise Director, Chief Steward, Executive officers of the Company, or Government officials, shall be paid for at the rate of fifty cents for each meal served to the waiter actually serving the meals.

Section 8. Stores and Linen. Members of the Stewards Department shall not be required to carry stores or linen to or from the dock, but when stores or linen are delivered aboard the ship, members of the Stewards Department may place them in their respective store room within their regular prescribed eight hours without the payment of overtime.

Section 9. Cleaning Chill Boxes. Members of the Stewards Department shall be assigned by the Steward to clean domestic refrigerated walk-in boxes and shall be paid at the regular overtime rate for the time that the work is performed. This shall not apply to refrigerators in pantries, messrooms, bake shops, galley, etc.

Section 10. Chipping and Painting. Members of the Stewards Department shall not be required to chip, scale, or paint.

Section 11. Sougeeing. When members of the Stewards Department are required to sougee, overtime shall be paid for the actual time worked. However, porters may be required to sougee during their regular working hours without the payment of overtime.

Section 12. Shifting Ship. When a ship is making a shift as prescribed in this Agreement, Article II, Section 20, it shall be considered in port and overtime shall be paid to members of the Stewards Department on duty on Saturdays, Sundays and holidays.

Section 13. Required Complement. (a) When members of the Stewards Department are required to do

extra work because a vessel sailed without the full complement required by this Agreement, or because of illness or injury, the wages of the missing or disabled men shall be divided among the men who do their work, but no overtime shall be included in such wages.

(b) In port, members of the Stewards Department shall be paid overtime for work in excess of eight hours caused by the shortage in the department, but there shall be no division of wages because of such shortage.

Section 14. Galley Gear and Uniforms. (a) The Company shall furnish all tools for the galley including knives for the cook, white caps, aprons, and coats worn by the Stewards Department shall be furnished and laundered by the Company.

(b) The uniforms worn by the Stewardesses shall be furnished and laundered by the Company.

Section 15. Fireroom. Members of the Stewards Department shall not be required to enter the Engine Room or Fireroom for any purpose.

Section 16. Minimum Complement. (a) No member of the Stewards Department shall be laid off Sundays or holidays while at sea.

(b) On ships arriving or sailing on Saturday, overtime shall be paid to members of the Stewards Department for hours actually worked in port.

(c) When the ship is in port and no passengers are aboard but officers and crew are eating aboard, the minimum Stewards Department required aboard on Saturdays, Sundays, and holidays for the purpose of preparing and serving meals for the officers shall be:— one cook, one crew cook, one galley utility, three messmen, and one dining saloon waiter. Other members of the Stewards Department whose service is not required by the Company shall not be turned on Saturdays, Sundays, and holidays in the home port.

The above members of the Stewards Department shall be required to do all cooking and serving to the officers and crew in the home port.

Section 17. Cleaning Toilets. No member of the Stewards Department who is required to handle food for the unlicensed personnel shall be required to clean toilets or baths.

Section 18. Penalty Work. Any work performed by the Stewards Department that is not recognized as routine duties in this Agreement shall be paid at the regular overtime rate.

Section 19. Authority of Chief Steward. Nothing in these working rules shall be deemed to distract from the authority of the Chief Steward who shall be final authority aboard the vessel in all disputes in the Stewards Department subject to the provision of Article II, Section 9, of this Agreement.

Section 20. Day Work. (a) When the full complement of the Stewards Department is carried and the passenger complement aboard ship does not require full Stewards Department service, members of the Stewards Department not required for the service of the passengers may be placed on day work and shall be subject to the following working rules:—

(b) When members of the Stewards Department are on day work their hours shall be from 8:00 A.M. to 12:00 Noon and from 1:00 P.M. to 5:00 P.M. Mondays through Fridays.

(c) When members of the Stewards Department are on day work they may be required to work in store-rooms, linen lockers, toilets, passenger and officer quarters, messrooms, galleys, bake shops, and butcher shops, steward department passageways, and do general clean-

ing, including sougeeing, within their regular hours without the payment of overtime.

(d) When members of the Stewards Department are on day work they shall receive one full hour from 12:00 Noon to 1:00 P.M. for lunch.

(e) When any members of the Stewards Department on day work are required to change their hours so as to serve passengers in the dining saloon they shall be knocked off their day work at least four hours prior to the time of beginning such service or shall be paid at the regular overtime rate for all work performed outside of their regular day work schedule.

SUPPLEMENT TO SECTION 2 ARTICLE 1. It is agreed that a galley unit of twenty-two (22) British Subjects, residents of Nassau, Bahamas shall be maintained in employment as galley personnel in the following ratings: 2nd Cook, 3rd Cook, 4th Cook, 5th Cook, Night Cook, Steam Table man, Fry Cooks (2), eight (8) Galley Utility, Pot Washer, Vegetable man (2), Dish-washers, Baker's helper (1), Pantryman.

It is further understood and agreed that membership in the Union shall be a condition of employment, and that the conditions and provisions that constitute this basic contract covering the unlicensed personnel as outlined in (Sec. 1, Art. 1) shall have full force and effect.

IN WITNESS WHEREOF, the duly authorized representatives of the Seafarers International Union of North America (Canadian District) A. F. of L. and Seaway Steamship Lines Limited have executed this Agreement the day and year first above written.

SEAWAY STEAMSHIP LINES LIMITED

N. E. WHARTON

GLORIA WELLS, Witness

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA (Canadian District) A.F.of L.

WM. McLAUGHLIN

E. M. BRYANT

JAMES HANNERS

MEMORANDUM

AMENDMENTS AND CLARIFICATIONS

In the event that the Company shall have cause to operate Passenger Ships chartered bareboat or otherwise, Cargo ship chartered bareboat or otherwise, for which no provision has been made in the general or department rules of this contract, it is agreed and understood that the amendments or clarifications deemed necessary by either party in connection with the foregoing shall be negotiated in good faith and upon settlement being reached shall become attached to, and be a part of, the provisions of the basic contract.

SEAWAY STEAMSHIP LINES LIMITED

N. E. WHARTON

GLORIA WELLS, Witness

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA (Canadian District) A.F.of L.

WM. McLAUGHLIN

E. M. BRYANT

JAMES HANNERS



OFF MY SEA CHEST. By Lewis H. Conarroe. New York: Henry Holt & Co., 283 pp.—\$2.75.

In his four years in the wartime United Navy, Lewis H. Conarroe saw enough to make his civilian blood boil. Wisely and expediently, he didn't let it run over. Now that his dress blues have been tucked away in moth balls at the bottom of his trunk, he gets it all "Off My Sea Chest," which in some portions is hot enough to melt down the Navy's ample endowment of brass.

Fortunately, the author never lost his sense of humor, although he came uncomfortably close to it on several occasions when he ran afoul of the snarl of red tape in the U. S. version of the "Queen's Navee."

In fact, he puts this sense of humor to work unsparingly in his verbal broadside well-aimed at many aspects of Navy life. He debunks, he criticizes, he castigates the caste system husbanded and nurtured by the Annapolis Academy and its socially conscious graduates.

He lambastes the "old line," rigid adherence to "doing things the Navy way" instead of the correct and easier way.

Although an officer himself—reserve, of course—Conarroe, who admittedly pulled strings to gain his commission, says his sympathies were four-square for the enlisted man, that monkey-clad biped so constantly reminded of his social and intellectual inferiority.

But despite the fact that he holds much of the Navy in contempt, the author doesn't make speeches. The pages are chock full of chuckles. The purpose of the book is to make the reader laugh. And it does exactly that—and with satisfying regularity.

Conarroe doesn't name names when he goes after his admirals, captains, commanders, et al. He makes a composite picture of all the brass-laden characters, instead.

Among them you'll find the dry-land skippers who make time with their executive officers' vacuous wives, who, in turn give gladly of their time to add a stripe to their mates' sleeves—everybody thus getting something out of the deal.

Most everyone should get a kick of this book, all except the connivers, grafters, bootlickers and arrogant fools who are tar-

Endorsements Necessary For Rated Jobs

By PAUL GONSORCHIK

NEW YORK — On occasions when shipping is good in one department and somewhat lax in another, men have approached the dispatcher's window to register for jobs in ratings other than those for which they hold endorsements.

While I want men to fill the positions that are heavy on the board at the moment, I can't register men in ratings for which they hold no endorsement.

When men come to register, they must show their qualifications for that position. Many new members are under the impression that even if they don't have the qualification they can ship in the job.

ENDORSEMENTS FOR ALL

That's impossible, for all men must have an endorsement for the particular rating desired. Unrated men such as wipers and OS, cannot ship in positions other than their own unless they have endorsements for those jobs.

gets of Mr. Conarroe's debunking operation.

That small-time imitator of the bigtime Navy—The Coast Guard—gets its share, too. Seafarers who know this naval arm better, will appreciate the author's feelings.

With tongue in cheek, the ex-Lt. Commander furnishes a glossary of naval terms, which he dedicates to "Landlubbers and the Washington Navy."

Shipping Rule 22, which covers this, states: "Members upon shipping shall show their qualifications to Dispatcher for the job shipped on. No man shall be shipped who does not qualify."

Infractions of this rule occur occasionally, and the member can be held in violation of both the shipping rules and the constitution of the SIU, which in Article 20, Section 7, reads: "Any member found guilty of violating the shipping rules shall forfeit his shipping card and shall not have another issued prior to the expiration of 30 days."

To be on the safe side and to avoid a non-desirable 30 day vacation, the best bet is to by-

pass the Dispatcher's office unless you are holding the endorsements for the job you want.

While shipping continues to remain pretty good in this port, it is expected to taper off in the near future when the relief shipments of UNRRA come to an end.

I'd like to remind members to take the jobs off the board, as many permits have been issued lately due to a lack of men wanting the jobs listed.

Every permit issued means one more man to compete with you for a job when shipping becomes tight, so the best way to insure a quick ship in the future is to take a ship now.

Huron Victory Is First Step

(Continued from Page 5)

gaining unit of unlicensed personnel.

As a result, the Wilson Transit Company will be given a few days in which to file an answer to the SIU's demands that an election be ordered for all unlicensed personnel on the Wilson ships.

As soon as the NLRB decides on the bargaining agent unit for Wilson, then an election will be ordered for this company. Wilson seamen will then have an opportunity to choose the SIU to represent them in negotiations with the company leading to a union contract.

These two companies have already been petitioned, and pre-election hearings were held in Cleveland on June 9. Following the same pattern already established by other LCA operators, these two outfits are also trying to exempt Chief Cooks. This the SIU will not agree to.

We are attempting to have an election date set for both Shengango and Steinbrenner, with the NLRB deciding whether or not the Chief Cooks are to be included in the unit. However, the NLRB has not yet informed us whether they will adopt the SIU suggestion or not.



SHIPS' MINUTES AND NEWS

Robert H. Harrison Loses Propeller; Storm Impedes Towing To Liverpool

It's open season on ship's propellers. Screws are busting out all over. The list of victims of sea mishaps was increased this week with the report that the SS Robert H. Harrison, a 7,181-ton South Atlantic Steamship Company vessel, lost her propeller several weeks ago, approximately 400 miles off the Irish coast. She was towed into an English port after five hazardous days, which were aggravated by whipping squalls and heavy seas.

Two weeks ago the LOG published the story of the SS Frederick W. Galbraith, also of South Atlantic, whose propeller went to the bottom off the African coast. This week the Seafarer-manned tug Eugene Moran towed another propellerless ship into New York harbor.

The story of the Harrison's involuntary contribution to the ocean bottom's collection of screws was recounted by two of her crewmembers, Frank Jones, Bosun, and H. Kelly, AB.

STOPPED COLD

The loss occurred at 5 a. m. April 18—a Friday—as they were moving along off the Irish coast. The ship was jarred as the screw went swooshing to the bottom, giving the vessel the shakes for a few moments, they said. The First Assistant Engineer, who was at the throttle at the time, later told the two men that the engine stopped cold.

A radio report to New York, explaining the Harrison's plight, was sent immediately. New York in turn radioed a British port to send a tug to the distressed vessel. At 7 p. m. that night, the British tug turmoil set out.

She arrived at the Harrison's position on Sunday. Visibility was then extremely poor with rain squalls and heavy seas battering the helpless ship at will. A Dutch tug reported to have started out never showed up, apparently having been forced back by insurmountable sea conditions.

DRIFTS

The Harrison had drifted about 150 miles from her original position by the time the Turmoil reached her. Efforts were made to drop the anchor, but it didn't touch bottom, Jones said.

All apparently went well at the outset of the operation to effect a towline. The Harrison behaved well until about 3 p. m. Monday, when the wind was almost hurricane in force, and the tug had difficulty in keeping away from her ward. One of the wind blasts almost ran the Harrison right on top of the tug as they were making up the first line, which parted soon after it was secured.

"You could have spit on the deck of the tug, from our ship," Jones said.

The second line broke Wednesday afternoon. Mountainous seas halted continuance of the operation and the tug skipper hove to until he thought it sufficiently safe to open the hatch containing gear.

TELL OF PROPELLER LOSS



Seafarers H. Kelly, AB, (left) and Frank Jones, Bosun, of the SS Robert H. Harrison, who revealed story of five difficult days in squall-swept seas which hampered tug's task in towing their ship to port.

By 10:30 p. m. the squall subsided and a third line was pitched from the tug. It held and by midnight the Turmoil had the Harrison safely in tow. In all, nine rockets had been used.

On arrival at Mersey Bar, several tugs took over and the Harrison was berthed in Liverpool for two weeks awaiting a new propeller. The ship was transferred to Birkenhead, where she remained in drydock for eight days while she was outfitted with a new propeller.

She arrived back in Norfolk May 27. The payoff was held the next day.

All hands put in, for and were

paid, overtime for their around-the-clock work during the delicate towline operations. Kelly and Jones were on deck throughout. The two Seafarers reported that in appreciation of the job done by the English crew of the Turmoil, the Harrison crew donated 54 cartons of cigarettes—two cartons for each tug man.

They said that every man in both crews worked like a beaver, and added that Chief Mate Peters and Second Mate Miller "were really a big help." They had praise, too, for the Harrison's skipper, Captain J. G. O'Rourke.

Lira Rate, 'Snooty' Engineer Make Crew's Blood Boil

Accusations of short changing and unfair money practices were levelled at the skipper of the Casa Grande by the crew at a recent shipboard meeting.

The considered bearish act was pointed at the skipper when it became known that in Palermo, Italy, a nearby Waterman ship was given 373 liras to the dollar while the boys of the Casa Grande were swapping their bucks for only 225 liras.

At the meeting, which took place May 5 at sea, the crew of the Pacific Tanker vessel decided to take the matter up when they hit New York and see by what sign of the zodiac or by whose charts did he determine the exchange rate. In fact, there was quite a hollah over the dollah.

The crew, however, wasn't through when it withdrew its attack upon the dubious monetary dealings of the skipper.

They next inserted their barbs into the tender hide of the Chief Engineer and his "phony" assistant.

According to the minutes of the meeting, the Chief had instructed his Engineers that they



were not to associate with the crew in any manner. Giving the rest of the black gang the B.O. treatment didn't ring true with the rest of the crewmembers.

They realized that working in the bowels of a ship does not make them aristocrats but, they asked: Can the rooster call the hen foul?

UNTOUCHABLES

What roused the ire of some of the men was not the elevated snouts of the Engineers, but the snub-all order of the Chief had meant the end of a study of engineering which had been conducted by one of the less class-conscious engineers.

The crew suspects that the Chief Engineer did not gain his aloofness in the engine room, but ashore, where they report, he "taught as a stooge all during the war at the greatest nautical school in the world: Sheepshead Bay."

The crew was less concerned with the stand-offishness of the Chief than they were with the clogged up scuppers in the crew's mess. They were finding it im-

possible to wash down the mess and asked the Chief, in a nice way, if he would be so kind as to have them cleaned.

The Chief, however, claimed that they were cleaned at least ten times since the ship left New York.

To the Deck Delegate, Martin Hitchcock, this was quite a joke, for he reported that some of the crew had ben aboard for five months and they had never seen them cleaned.

PRESSURE PUT ON

With the aid of the other delegates, Clyde DeShettler, Stewards, and Eugene McNeill of the Engine Department, the Chief was approached and "pressure was put on him in a nice way." The scupper situation was cleaned up satisfactorily to all.

With all the grievances out of the way, the meeting was ad-

(Continued on Page 13)

BLAST-MADE NETWORK



Against a background of heavy fog, the twisted wreckage of the SS Newhall Hills presents an eerie scene of tragedy. This photo was taken by "Mac" McAuley, Oiler aboard the tanker, two hours after series of blasts which cut the vessel in two.

Probe Newhall Hills Blast That Took Seafarer's Life

The inquest into the death of Seafarer Edward Bolehala, who was killed in the explosion aboard the tanker Newhall Hills when it was rammed in a thick fog by an unidentified small craft in the English Channel May 24, was scheduled to be resumed this week. The inquest being conducted in England, adjourned last week so that attempts could be made to trace the identity of the unknown vessel, which vanished after the blast.

The Newhall Hill's skipper, Captain Robert Lenahan, testified at the earlier hearing that he believed the missing ship was the Swedish ship Monica, of 396 tons. He said "she disappeared in smoke and flames."

PRAISES CREW

High praise of the Seafarers crew was voiced by the Captain, who said the men displayed "sheer guts" in volunteering to man hoses and stand by the engines while fire threatened a center tank, explosion of which, the skipper said, would have demolished the ship.

The crew battled for 24 hours

to save the vessel from sinking. "Mac" McAuley, Oiler aboard the Newhall Hills, said that never once was there evidence of panic. "A torpedo couldn't have done a better job," McAuley said.

The 10,441-ton Newhall Hills, a Pacific Tanker vessel, had her bow completely blown off by the series of blasts touched off by the collision. She flew her flag at half mast for the 23-year-old Bolehala, an AB, as she was towed into Sheerness, Kent, 38 miles from London.

The tanker was moving at half speed in the dense fog at the time of the collision. The No. 2 tank exploded violently, blowing a mast overboard.

Captain Lenahan reported that "tank tops, steel girders and electric cables were blown over the top of the bridge and onto the after part of the ship."

Digested Minutes Of SIU Ship Meetings

SPAN SPLICE, May 19—Chairman Charles Scofield; Secretary Theodore Edwards. Delegates reported everything in order. Good and Welfare: After considerable discussion it was agreed to change lunch hour back from 12 to 1 to 11:30 to 12:30 as per agreement. Unanimous agreement among the crew to have a log removed from a crewmember as it is disrupting the cooperative spirit.

S. T. BALDWIN HILLS, March 19 — Chairman Rossi; Secretary Weathers. Motion made that tripcard man's card be lifted due to his misconduct. List of fines for various offenses drawn up and approved by crew.



TULANE VICTORY, March 19—Chairman Louis Fuselier; Secretary John Zenmer. Delegates reported all in order in their departments. Ship's Delegate elected. Motion carried that any crewmember using the laundry and leaving it in a dirty condition shall be fined \$5.00. Money to be donated to marine hospital fund.

He's Still Wearing The Same Size Cap

Passed along to the LOG this week was an extract said to have been from a newly made Bosun's letter to his wife. Said the former AB:

"I have been made a Bosun, which is my first big step up the ladder of success. However, for the time being, please continue to speak to the neighbors as usual and don't, under any circumstances move to a larger house or buy a piano."

NEW LONDON, March 30—Chairman Gowder; Secretary Parkman. Reports received from the delegates of departments. No beefs in any department. Good and Welfare: Discussion on keeping the messroom clean at night. It was agreed that all would be a little more careful and try to keep things cleaner. Discussion on the dirty muddy water in all the bath and wash basins was also brought up and was agreed by all that something be done about it. It was agreed that Delegates use their own judgement about gathering up Union books and tripcards. Motion carried that a copy of the ship's paper "The Breeze" be shown to the Patrolman on reaching port and all insulting cartoons left out.



JAMES JACKSON, March 24—Chairman J. McGuffey; Secretary E. B. McAuley. Delegates reported disputed overtime in their departments. New Business: Motion carried that pro-book crewmember be placed on probation for a period of six months and that during this



period he sail on union ships only so he can get a thorough understanding of the operation of the SIU.

BERTRAM G. GOODHUE, March 11 — Chairman Regan; Secretary Chow. List of fines and punishment for leaving messroom dirty drawn up and approved by crew. Discussion on night lunch. Suggestion that only the men on night watch be allowed to eat night lunch. Majority disapproved. Decided to put out sufficient night lunch for all until the supply runs out. Motion carried that the delegates contact the Captain and see if it possible that news broadcasts and music is turned on. Motion for Bosun to check on slopchest was seconded and amended to wait until trip back.



CAPSTAN KNOT, (Date not given) — Chairman A. W. Danny; Secretary George Chisholm. Delegates reported all in order. New Business: Captain, when asked about painting crew's messroom, claimed there would not be time enough before reaching port. Vote of thanks to the Steward Department for the way it has been carrying on its work. Good and Welfare: Motion carried to leave the ship and foc'sles in a good clean condition as every SIU ship should be.

JOHN A. DONALD, Chairman Nanjalis; Secretary Kershaw. Motion carried that crew is not to sign articles until repair list is checked by boarding patrolman. Motion carried to have crew check slopchest medical supplies and stewards stores before leaving port. Motion carried to have radio loudspeaker inspected and repaired. One minute of silence for departed brothers.



MADAKET, April 20 — (Chairman and Secretary not given). Deck and Steward Department Delegates report all in order. Engine Delegate claims that the food was not satisfactory. New Business:

Motion carried that unless water situation is cleared up there will be no signing on. Motion carried that Patrolman is to instruct Captain that there is no contracted overtime. Good and Welfare: Discussion over the Deck Department not being allowed to paint out their foc'sles on company time.

HAWAIIAN CITIZEN, April 21—Chairman D. Prevatt; (Secretary not given) Motion carried to keep laundry clean by rotating the work among the three departments. Motion carried to contact the Chief Engineer to fix leaking valve on alleyway starboard side. No slopchest aboard. Motion carried that delegates check on slops when they come aboard in next port. Discussion about reading material for the crew aboard ship. Brother Prevatt was elected to contact shore-side for books.



HALF KNOT, March 29 — Chairman William Lawton; Secretary William Slusher. Delegates reported all running smooth in their respective departments. New Business: Motion carried to ask for wind chutes and a new clothes wringer. Good and Welfare: Suggestion made that members take coffee cups and dishes used between meals back to the pantry. Members asked not to use coffee cups as ash trays. Steward Department commended for good service.



NIANTIC VICTORY, April 12 — Chairman Morris Norris; Secretary Joseph Garello. New Business: Motion carried that no member receive pay unless all money due him or his brother members is paid before signing off. Motion carried to give Stewards Department a vote of thanks. Repair list made up and attached to minutes.

Lira Rate, Chief Engineer Rile Crew

(Continued From Page 12) journeyed, as the crew decided to get some rest following the hectic boat drill they had experienced the day before on Sunday. Sunday boat drills, the crew feels, makes the skipper out to be a fanatic. To them Captain Bligh is still on the high seas. (Editor's note: The LOG checked into the dollar-lira rate of exchange and came up with conflicting figures ranging from 225 to 600 liras per buck. The Italian Consulate in New York, however, reports the official rate of exchange to be 225 liras. So fellas, give the skipper another chance and take that rope down off the olive tree.)

SEAFARER SAM SAYS:



CAN SHAKING OUTFITS HAVE BEEN COMING TO OUR MEMBERS CLAIMING AN O.K. BY THE UNION. CHECK WITH YOUR UNION OFFICIAL BEFORE PARTING WITH YOUR HARD-EARNED DOUGH!

CUT and RUN

By HANK

Here's a newspaper item, dated June 10, 1947, full of good news for all merchant seamen: "A move is gaining ground in Washington to transfer from the Coast Guard officers to Civil Service examiners of the Department of Commerce the right to hear cases involving charges of negligence or disobedience brought against licensed or certificated merchant marine personnel. Legislation is being prepared by Representative Lewis, of Ohio, and while it is estimated that the transfer would cost \$280,000 a year in extra Civil Service salaries, the move apparently has the support of the maritime unions. About 18,000 cases of this type arise every year, of which about 5,000 are formally heard. Under the President's Reorganization Plan No. 3, these powers would be vested permanently in the Coast Guard." . . . Well, that's good news indeed, once this Reorganization Plan is defeated and legislation is passed to remove the Coast Guard from the backs of all merchant seamen. We hope the transfer will be a speedy success!

To Brother Simon Kendall in the State of Indiana: Your shipmate, Dick Johnson, was around town recently asking for you to get in touch with him. He sailed on the SS Robin Wentley for South Africa . . . We just received a scenic post card of Fort St. George, from Brother Eddie Mooney aboard the SS Cavalier: "Hope everything is okay in the Hall. This trip is okay. Give my best regards to the Patrolmen and Slug. One more port and then home." . . . Little Joe Arras and his ever-faithful cigar just came into our crazy-weathered town—from a trip which included a visit to Paris. Any story for the LOG, Joe? . . . To Brother Abe Sprung, who may have just come in from his trip, we're repeating this important message: "Contact your sister. She's seriously ill. Signed, M.G." . . . We received another scenic post card from Baltimore Ski, who prefers to anchor in New York in between trips: "We're in Bari, Italy now and I thought I'd drop a line to let you know I'm still in the best of health, etc. Hope this card finds everything with you okay. I'll probably see you about the 6th of June. Give my regards to all."

Brother Franklin Smith just shipped out on a long trip. Before he said adios to his shipmates in the Hall, to the habitues of the heart of New York, Brother Smith said that his shipmate, Alex the "Old Greek" probably shipped out down there in Galveston after they had paid off from their trip to the Far East . . . George Walker, who just came back recently from a three month trip to the Far East, is now listening to little Joe Felton, the Bosun, who keeps worrying about getting two dollars for a shave . . . Herbert Braunstein just grabbed a ship for a long trip. Good luck in everything, Herbert, and we'll be waiting for those occasional letters you promised.

Here's a newspaper item which reveals another fast-mushroomed organization trying to grab merchant seamen: "The name of some Bronx merchant seaman who gave his life during the war will be given to the Bronx unit of the Merchant Marine Veterans of America, a recently incorporated organization to win for Merchant Marine veterans the rights, privileges and benefits accorded to other service veterans. Units, termed ships, are being formed throughout the country." Doesn't this ambitious organization, rushing to bloom all over the country, realize or know that the SIU has been doing its best to get the Seamen's Bill of Rights passed? Now what can this mysteriously financed and inspired outfit expect to suddenly perform for merchant seamen? Not miracles, anyway!

THE MEMBERSHIP SPEAKS



SS Evelyn Payoff In Balto. Climaxes A Smooth Voyage

To the Editor:

Paid off the SS Evelyn, the "Pride of the Bull Line." On the trip I took a few pictures that I thought you might like to see. Maybe you can use some of them.

Down in Boca Grande, one of the Brothers started to swim to Cuba. Brother Harris threw him



SS Evelyn crewmember with "doughnut" he tossed to a Brother who foundered shortly after starting to swim from Boca Grande to Cuba.

a doughnut so he wouldn't get lonesome. The sea gulls asked him if he was going to disappoint them at supper time, so he called to the smaller of two boats in the vicinity to take him aboard, as the current had him and he was moving out fast.

There were two men and two women in the small boat. They were too much interested in something else to give him any help. They had plenty of beer aboard and probably figured that he might like some too. They uped anchor and gave him a salt water in their wake.

SOME CLASS

We finally attracted a cabin cruiser of the \$20,000 class that went to his aid. He bought back the doughnut. He won't be swimming away from the regular beach in Boca Grande again very soon. (I hear that another of the boys got caught on the regular beach by swimming out too far and had to be bought in.) The current down there is plenty rugged, so watch it.

Everything went fairly smooth aboard the scow. She is painted up for Mrs. A. H. Bull to come aboard for dinner, and that isn't altogether a joke.

Have a pic of the Deck Department that a lot of you guys may know. Another pic of Chuck Hensely and Moose Foster, who were plenty useful around Baltimore during the strike.

There was only one small dispute in the Deck Department—about overtime. Baltimore Agent Curly Rentz cleared up that



Sunbathing on deck is Charles Mitchel, the Evelyn's Belly-robbor.

difficulty pronto when he found the Mate. Scuttlebutt has it he isn't hard to sail with now.

OVERTIME GOOD

There was plenty of overtime on the Evelyn, especially in the Stewards and Deck Departments. The Engine Department didn't do so good compared to the rest of us.

They put new pilows and mattresses aboard. The first week the mattresses were too short. The next week they began to wash over the sides and ends of the sacks. The pillows were about as big as the Moose's two fists. Something was being done about this when I got off.

The woman in the pictures is Dotty Gann, who is trying to become one of our sister's. She is Baltimore's first stewardess, the only woman to be issued seaman's papers in aproximately ten years in this port. She says her old man is gone so much



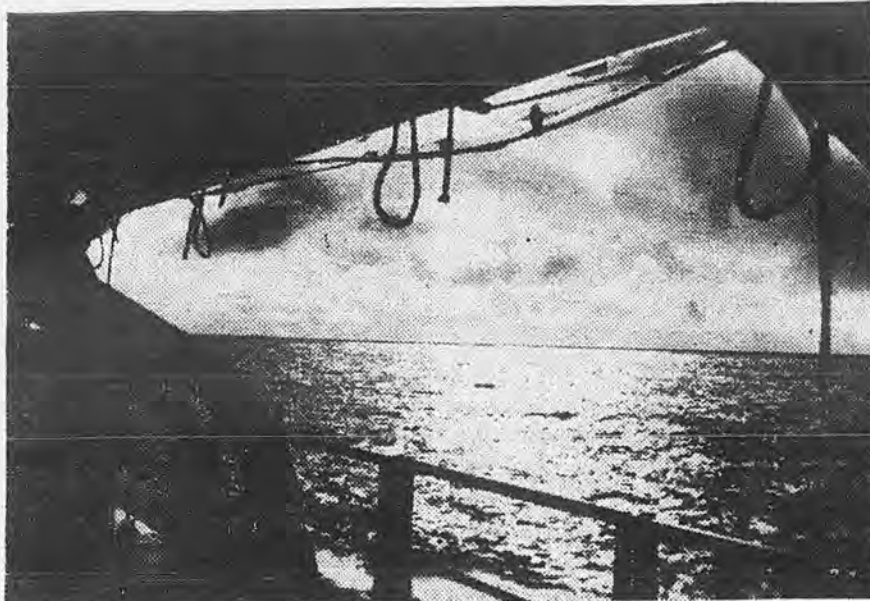
Dolly Gann, first woman to be issued seaman's papers in Baltimore in 10 years.

she figures that if he can't stay home more than 15 percent of the time, she might as well go too. She has already been off Hatteras.

Will send you some pictures before long.

Whitey Gann, Cook
SS Evelyn

A SEAFARER TURNS CAMERA ARTIST



This effective bit of pictorial composition is the work of Gilbert Parker, OS, who used the SS Meredith Victory to frame this early morning scene at sea.

San Juan Hall's Treatment Wins Tribute From Brother

To the Editor:

At the time of the strike, I was in New York at a meeting where the Hall in San Juan was on the pan. To me, then, it was another beef, and what the h - - -

Well, to get down to it, on the way back from Liverpool, recently, the SS Franz Sigel was sent to Puerto Rico for sugar. I paid off, intending to go to New York City for a bit of vacation and then meet the ship in Mobile.

But during the trip across country I was in some way slipped a knock out and I woke up minus my gear, shoes, glasses, etc. I managed to make the Union Hall in San Juan, where I saw the Dispatcher and told him my story.

NICE TREATMENT

Now get this. The Agent came in. I didn't know him. Well, he went into his own pocket and came out with a couple of bucks, got me fixed up with a place to sleep and within 2 hours I was on a job—and, I am glad to say, making out okay.

Now I'm Irish. I don't speak the lingo of the island, and I had never seen any of these men before. I know that when I threw in my day-old card down here for a Bull line ship, that almost every man in that Hall could have beat that card, as there was no manpower shortage there.

But they all gave me a break. They did not compete against my card. Remember, this—I asked for nothing.

IS OLDTIMER

I am an oldtimer, who held a book in the old Atlantic and Gulf Watertenders Union in 1920-1921, who was ISU until 1937, and then, during the mixup went to the NMU, where I got fed up and packed in my book. Then I got a pro book in the Seafarers International Union.

But to get back to the treatment shown to me in San Juan. Never in all the time I've been around—and it's longer than I care to admit—have I seen such a display of understanding and sympathy from a Union Brother. Please express through the

SEAFARERS LOG my appreciation to the Agent in San Juan. And to the Brothers who had



cards and did not compete for the job—my sincere thanks.

Harry McCormack

Subway Snooze Costs Him 4,200 Nickles

To the Editor:

I wish to pass along a word of warning to those who are wise enough to accept it: Don't go to sleep on the subway, as I did recently. It cost me \$210 in hard-earned cash to learn the lesson first hand.

I'm hoping the Brothers won't require as costly an education. The birds who get into the subway with a nickel and then get off with about 4200 nickles have set themselves up a neat racket. They ride up and down all night looking for guys who are asleep in uncrowded cars. And they find them, too.

When I went down to Pier 9 the following day to get a reissue of seaman's papers, which also were picked from my pockets, three other guys came in during the half hour I was there. They, too, had made the mistake of falling asleep in the subway. Their experiences were the same as mine—cleaned out of cash and all papers.

Besides losing everything—cash, papers, etc., I have to wait ten days before I can ship again. So, take heed Brothers. Stay awake on those subways!

P. J. W.

Log-A-Rhythms

Captain's Shore Leave

By THURSTON J. LEWIS

The captain roared upon the bridge,
And paced the after deck,
He worried every mile of wave
For fear the ship would wreck.

But when we got her safe to port,
And tied here to the pier,
Then he shouted in retort,
And grumbled in his beer.

"Who can stand a crew ashore,
When they should be aboard?
Next v'yage we'll get an ocean crew
This line can well afford.

"When I was young and shipped to sea
I didn't give a flip
For what's on land; now, look at me—
The Captain of the ship."

Yes, Captain, when your veins ran hot,
And ours were on the way,
You stayed aboard as like as not,
But that's not what the ladies say!

~ ~ ~

Seamen's Lament

Little bankroll, ere we part,
Let me press you to my heart;
All the months I've worked for you,
I've been faithful, you've been true.

Little bankroll, in a day,
You and I will go away,
To find some gay and festive spot,
I'll return—but you will not.

Submitted by
Dick Birmingham

MEMBER'S FATHER WILL TRANSLATE HARVEY'S LETTERS

To the Editor:

I read in a recent issue of the LOG where one of the Brothers wants to have some letters written in Dutch translated for him. He can send them to me and I will be glad to do it for him.

We get the LOG every week and like it very much. Our son is an Oiler on the tug Moose Peak, Moran Towing, at present on the way to Java from Tampa with a dredge. He is a Union member and we are proud of him. His name is Charles Engelsma.

If Brother Dave "Red" Harvey will send his letters to me, I'll do the translating. I was born in Holland on a sailboat, and was a sailor in that country until 1929, when I came to the States and started farming.

I'll be looking for the letters.

Thomas Engelsma
Box 18
Alden, Ill.

SEAFARERS ABOARD THE SS JOHN SWETT



Stewards Department, front row, left to right: Hal Orbofske, Harry Croke and Joe Valenoia; standing, l. to r: Jimmy Savalle, Al Manchester, George Barnes and Max Greenwald.



Black Gang men, kneeling, left to right: Thomas Kennedy, Tony Serpe; standing, left to right: Mitchell Zeleck, Fred Clopton, Walter Fillipponi, Edward Gross and Thearon Taylor.



Deck Gang men in front row, left to right, are: Jimmy Savalle, Juan Lopez and Tex Jacks; Standing, left to right: Bill Scudder, Herman Monteiro, Nick Chichella, Red Carroll, Richard Kepps, Blackie Colucci, Sal Arine and Whitey Leuschkan.

Ship's Officers Proud of Crew

To the Editor:

We, the officers of the SS Lyman Stewart, wish to express our sincere appreciation for the cooperation received from the members of the crew of this vessel. It is exceedingly rare that a crew comes aboard and works with us as unstintingly and willingly as these Brothers have.

We are proud to have had them aboard.

Frank C. Waters, Master and other officers

MEBA Man Holds SIU Crews Top Industry; Denies Charge Cadet Corps Is Anti-Union

To the Editor:

While reading the April 25 issue of the SEAFARERS LOG, I noticed a letter written by one "Steamboat" O'Doyle, in which he gave the United States Merchant Marine Cadet Corps quite an unmerciful panning.

While I am quite sure that Kings Point is well able to stand by itself, on its own merits, due to the fact that I am a graduate I feel constrained to make some inquiry as to the source of our friend "Steamboat's" alleged "facts."

I have sailed with men of all the major unions of the United States and I have not the slightest doubt that the SIU has the cream of the unlicensed personnel, and that it is the coming union.

LAUDS SIU CREW

At present, I am sailing on the Meredith Victory, South Atlantic Steamship Company, and we have a good responsible crew, which is more than I can say for a certain Grace Lines passenger job I was on a few months ago.

I think I have made clear the fact that this is not a letter by a "government fink," but is something for "Steamboat's" benefit.

I wonder if he is aware of the fact that, prior to the inception of the Cadet Corps, and its academy, the United States was the only sizeable maritime nation in the world that did not have a training program to adequately insure a steady flow of officers to man its ships.

As early as 1931, several years previous to the first concerted effort of the seamen to better their conditions, Richard McNulty, now Rear Admiral of U. S. M. S., was studying the various programs of Britain, Japan, Germany, Norway and the three or four state

scholarships in the U. S. to coordinate the best features of all into an American cadet program.

In 1936 Congress passed a bill calling for not only a long-range shipbuilding program but also for an adequate training program for the men to sail them. Out of this came the USMS, which was founded, not by a group of professional strikebreakers but merely as an organization to give a bit of uniformity to a group of men who do more than anyone else towards shaping the U. S.'s foreign policy. The Cadet Corps was launched in 1938 as a separate organization from the Maritime Service.

With the advent of the war, it was necessary to provide officers fast and so the laboriously-planned four year program was shelved in favor of a quick course, which quite satisfactorily did the job of providing engineers and mates.

It wasn't until June 1946 that the original four-year course was reinstated at Kings Point, and the first graduates will come out in 1950. I am inclined to say that 60 to 70 per cent will go to sea.

PHONIES OUTNUMBERED

Sure there have been phonies graduated from the academy, but they are more than offset by the many hundreds of graduates who have Chief Engineer's and Masters' licenses. There were many who were draft dodgers but what were they dodging? The Cadet Corps had the highest mortality rate of anything under the U. S. flag, for its size.

As for the Coast Guard boys being used to crush the unions, I am quite sure that or friend must be unaware that when a man goes to join the MEBA or the MMP, they don't ask him where he got his license. That he has it is sufficient. If a man just wants

to get a license so he can hit the floorplates the rest of his life, let him stay out of the Cadet Corps. The best way for him to get a license is to ship out until he has the requisite sea time, and then go to school for a couple of weeks.

I have not been going to sea long enough to lose my idealistic view of it. In my opinion, seafaring is an honorable profession, be you wiper or master, and I choose to believe that seamen are "Ambassadors without Portfolio," since in most cases, the only American people of other countries see are the seamen and they base their opinions accordingly.

We are the government and the only reason unions are broken by "organized government finking" is because they put themselves out on a limb and let someone saw it off. At Kings Point there are no candlelight ceremonies, where the "crumhouse cadets" pledge themselves to be union breakers.

READ THE LOG

The SEAFARERS LOG and the Pilot are always in the library and no one is shot at sunrise if caught reading them. I venture to say that cadet midshipmen know great deal more of the seamen's fight for decent working conditions, from Andrew Furuseth's time until now, than many average good union members. And through it all, never are the unions presented in other than a completely unbiased light.

The way "up the hawsepipe" is still open, and many good men are still coming up that way. The only man who might have to worry about his job is the man who is grossly incompetent and who shouldn't have it anyway.

Carl H. Swadell, MEBA SS Meredith Victory

Montreal Branch Doing Good Job, Brother Says

To the Editor:

Most of the SIU members have not had the opportunity to visit the new Canadian District Hall in Montreal, so I went to tell all Brothers that our Union is well represented in that port by a very able man, Brother Gene Markey.

Brother Markey is, without a doubt, one of the best men that could have possibly been assigned to the job. Not only did he go out of his way to help the fellow on this ship, but brother, he is doing plenty to knock the hell out of the commies' organization up here.

In the short time he has been here he has really done a job on them. The way it looks at the Hall, with CSU members lining up to get into our union, and all of them more than willing to throw in their CSU books, the days of the CSU are numbered.

Two new Canadian District men have shipped aboard this ship with us. At one time both belonged to the CSU and that was not so long ago. They are more than pleased with the wonderful conditions and wages on this SIU ship and the treatment and courtesy shown to them by the officers and crew.

NEW EXPERIENCE

As one of the fellows, Jacques Ethier, put it: "We're being treated like fellowmen."

The new members are proving to be a fine bunch of brothers, so when you sail with them, help them along for they have a lot to learn about the SIU. Having been under the control of the commies so long, they find it hard to express themselves.

Personally, I feel they will make wonderfully active members for they are in a position to make a logical comparison between the two unions.

The Second Cook, another former CSU member, told me that there is a tremendous difference in the wages and working conditions of CSU ships as compared to SIU ships.

The Second Cook told me he had quit sailing for awhile because he could not live on the money and put up with the CSU dictatorship. He, and all the

others I spoke to, are more than appreciative of the fact that the SIU has come to Canada to give the Canadian seamen the opportunity to join the best Union in existence.

Again I want to say that when you are in Montreal, give Brother Gene Markey a hand, and you will find that he will redouble the favor.

Eugene Wood Stewards Delegate MV Gadsden

Maneuvers In Port Cut The Day Short

To the Editor:

Thumbing through a copy of "Shipmate," a "salty" publication, I chanced across the following poem. I'm passing it along to the readers of the SEAFARERS LOG:

One morning recently a young wife

got out of bed,

slipped into her slippers,

got into her robe,

raised the shade,

uncovered the parrot,

put on the coffee pot,

answered the phone,

and heard a male voice say:

"Hello, honey—just got off the ship

I'm coming right over!"

So, the young wife unlocked

the door,

took off the pot,

covered the parrot,

pulled down the shade,

took off her slippers,

slipped into bed,

and heard the parrot mumble:

"Judas priest! What a short day that was!"

—J. S.

Wants LOG For Summer

To the Editor:

I am going to spend the summer at my home here in Milwaukee, due to important business that must be attended to. I would appreciate it very much if you would send the LOG so I can keep up with the Union's activities, meanwhile.

Donald Strelow Milwaukee, Wis.

TRIO OF DUNCAN MEN



Aboard the Waterman Vessel, SS James Duncan on a recent trip to Lisbon for discharge of her coal cargo, were Slim, Second Cook; Clyde White, Bosun, and the Chief Cook, who was unidentified. Ray Durbin, Deck Maintenance, took the photo.

143 Companies Contracted To The SIU

- 1—Admiral Oriental Line
- 2—American Eastern SS Co.
- 3—American-Hawaiian SS Co.
- 4—American Mail Line
- 5—American President Lines Ltd.
- 6—American President Lines Ltd.
- 7—Alaska Packers Association
- 8—Alaska SS Co.
- 9—Alaska Transportation Co.
- 10—Ashley & Dustin Steamer Line
- 11—Atwacoal Co., Inc.
- 12—Automotive Trades Steamship Co.
- 13—Arnold Bernstein SS Co.
- 14—Alcoa SS Co., Inc.
- 15—A. H. Bull SS Corp.
- 16—American Liberty Lines Inc.
- 17—Baxter and Co., J. H.
- 18—Burns SS Co.
- 19—Bloomfield Steamship Co.
- 20—Bob-Lo Excursion Co.
- 21—Baltimore Insular Inc.
- 22—Coastwise (Pacific Far East) Line
- 23—Canadian National Railways
- 24—Cement Transit Co.
- 25—Chicago, Duluth, Georgian Bay Transit Co.
- 26—Cleveland & Buffalo SS Co.
- 27—Cleveland & Buffalo Transit Co.
- 28—Construction Aggregates Corp.
- 29—Cleveland—Cedar Point SS Co.
- 30—Crystal Beach Transit Co.
- 31—Chamberlain & Co., W. R.
- 32—Coastal SS Co.
- 33—Coastwise SS & Barge Co., Inc.
- 34—Consolidated Olympic Line
- 35—Coos Bay Lumber Co.
- 36—Colonial Navigation Co.
- 37—Canadian Gulf Line Ltd.
- 38—Illinois-Atlantic Corp.
- 39—Calmar SS Co.
- 40—Cuba Distilling Co.
- 41—Coyle Lines
- 42—De La Rama SS Co.
- 43—Detroit & Cleveland Navigation Co.
- 44—Dorothy Phillips SS Co.
- 45—Deconhil Shipping Co.
- 46—Dougherty Co.
- 47—Debardeliban Coal Corp.
- 48—Emery Co., W. L.
- 49—Erie Sand & Gravel Co.
- 50—Eastern SS Co.
- 51—Eastern Transportation Co.
- 52—Fitzimmons & Connell Dredge & Dock Co.
- 53—Freeman & Co., S. S.
- 54—Frelihew Southern Corp.
- 55—Florida East Coast Coal Co.
- 56—Florida Car Ferry Co.
- 57—General SS Corp.
- 58—Grace & Co., W. R. (As agents for Grace Lines, Inc., Pacific Coast, West Coast, Mexican, Central American, Panama Service of Grace Line, Inc. and Pacific Coast South American Service of Grace Line, Inc.)
- 59—Gorman SS Co.
- 60—Griffiths & Sons, James
- 61—Griffiths SS Co.
- 62—Gravel Products Co.
- 63—Great Lakes Dredge & Dock
- 64—Great Lakes Transport Corp.
- 65—General Petroleum Co.
- 66—Gulf Canal Lines
- 67—Gulf Shipbuilding Corp.—Tugboat Div.
- 68—Hammond Lumber Co.
- 69—Hammond Shipping Co., Ltd.

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- 70—Hanify Co., J. R.
- 71—Hart Wood Lumber Co.
- 72—Hobbs, Wall & Co.
- 73—Hedger SS Corp.
- 75—Interocean SS Corp.
- 76—Island Transportation Co.
- 77—Johnson Lumber Co., A. B.
- 78—Kearney Steamship Co.
- 79—Kelley Island Lime and Transport Co.
- 80—Kingsley Co. of California
- 81—Luckenbach Gulf SS Co.
- 82—Lake Sand Corp.
- 83—Lawrence Phillips SS Co.
- 84—Linderman Co., Fred
- 85—Los Angeles Tankers, Inc.
- 86—Matson Navigation Co.
- 87—Maritime Transit Co.
- 88—McCarthy SS Co.
- 89—Midland Steamship Co.
- 90—Moore SS Co.
- 91—Mississippi Shipping Co.
- 92—Martin Marine Transportation Co.
- 93—Mobile Towing & Wrecking Co.
- 94—Moran Towing & Transportation
- 95—Nantasket Boat Line
- 96—Northland Transportation Co.
- 97—Oceanic SS Co.
- 98—Olson & Co., Oliver J.
- 99—Owens—Parks Lumber Co.
- 100—Overlakes Freight Corp.
- 101—Ocean Dominion Line
- 102—Orbis SS Corp.
- 103—Ore SS Corp.
- 104—Olympic SS Co.
- 105—Pacific Atlantic SS Co. (Quaker Line)
- 106—Pacific Mail SS Co.
- 107—Pacific Republics Line (Moore-McCormack, Inc.)
- 108—P. L. Transportation Co.
- 109—Port Oxford Lumber Co.
- 110—Peninsular and Occidental SS Co.
- 111—Pacific Tankers, Inc.
- 112—Ponce Cement Corp.
- 113—Pope & Talbot, Inc. (McCormack SS Co. Div.)
- 114—Ramselius Co., Captain J.
- 115—Raritan SS Corp.
- 116—River Terminals Corp.
- 117—Richfield Oil Co.
- 118—Sag Harbor Tanker Corp.
- 119—Santa Ana SS Co.
- 120—Seaway Lines, Limited
- 121—Shepard SS Co.
- 122—States SS Co.
- 123—Schafer Bros. SS Lines
- 124—Solano SS Co.
- 125—Sierra SS Corp.
- 126—Sudden & Christenson SS Co.
- 127—Standard Oil of California
- 128—South Atlantic SS Line
- 129—Smith & Johnson SS Co.
- 130—Seas Shipping Co.
- 131—Savannah Lines
- 132—Southern Transportation Co.
- 133—Seatrain Lines, Inc.
- 134—St. Lawrence Navigation, SS Co.
- 135—The Union Sulphur Co., Inc.
- 136—Tri-Lakes SS Co.
- 137—Tidewater Associated Oil Co. (Associate Div.)
- 138—Wilson Line
- 139—Wisconsin & Michigan SS Co.
- 140—Wheeler-Hallock Co.
- 141—Wood Lumber Co., E. K.
- 142—Waterman SS Corp.
- 143—Wilmington Transportation

— And There Are Many More Coming