

SECURITY
IN
UNITY

SEAFARERS Log

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



Vol. VI.

NEW YORK, N. Y., FRIDAY, JANUARY 7, 1944

No. 1

NMU Begg War Labor Board For Seafarers' Conditions

Read The NMU "Demands"
And Compare With SIU
Contract On The Right

Read This Break Down Of Comparative
Conditions And Then Decide For Your-
Self Who Works For American Seamen



Here Is What The Union Wants

(Prepared by Vice-President Howard McKenzie,
Chairman Negotiating Committee)

I. GENERAL CONDITIONS

1. Shipping through the Union Hall for all ratings.
2. No more physical examinations by company doctors but by the U. S. Public Health Service.
3. Increase in subsistence allowance to \$7.50 per day for room and meals.

II. OVERTIME

1. Deck Department
 - a) 85c per hour to be paid after 5 p.m. and before 8 a.m. on week days for rigging up, handling or securing cargo gear.
 - b) Overtime for laying dunnage, including first layer.
 - c) Overtime for chipping, scaling, priming or painting enclosed alleyways, midships or paralleling crews quarters, messrooms, pantry or laundry in all focsles, lavatories, washrooms, lockers and storerooms not used by the Deck Department.
 - d) Overtime for handling Stewards or Engine Room stores on dock or aboard ship.
 - e) Bosun's pay to be increased to that of Assistant Electrician.
2. Engine Department
 - a) Overtime to Oilers, Firemen, Watertenders and Electricians on watch in port after 5 p.m. and before 8 a.m. on week days while cargo is being worked.
 - b) Wages of the Deck Engineer and Machinist placed in the same bracket as Assistant Electrician.
3. Stewards Department
 - a) 8 hours in 12 on passenger and troop ships.
 - b) An additional man placed on Liberty ships as Night Cook and Baker.
 - c) Manning scale to be increased on ships carrying troops.
 - d) The different wage scales in different companies on passenger ships or troop ships to be checked on and a proper scale set that will apply on all ships in all companies. This an example of equal pay for equal work.
4. Overtime applying to all Departments
 - a) Overtime at sea for everybody required to work on Saturday afternoon, Sundays or holidays.

III. WAGE INCREASES TO EVERYBODY BASED ON INCENTIVE PAY PLAN

1. \$450 to be paid to each member of the crew for a year's continuous service on the same vessel, to be computed as follows:
 - a) \$45 extra for the first 3 months.
 - b) \$90 extra for the next 3 months.
 - c) \$135 for the next 3 months.
 - d) \$180 for the final 3 months of the year.

IV. MAINTENANCE OF UNION MEMBERSHIP

In order to maintain union membership in wartime and to insure that in the shuffle aboard ships caused by wartime conditions, we don't have thousands of new people in the industry taking a free ride on the backs of those who are paying their dues to the Union, we are requesting that the dues be deducted from the payroll at the time of pay-off and forwarded to the Union by the company. This will insure that every member pays his dues and will enable the patrolmen to devote all of their time to settling beefs instead of devoting most of their time collecting dues and the rest of their time chasing chisellers and company stooges who are trying to get a free ride at the expense of the members who do pay their dues.

These are the main issues and should be sufficient for all new members to know what we are seeking. Will all officials boarding ships please see that these simplified demands are placed on every ship so we don't knock ourselves out saying the same thing over and over again in the PILOT.

CONTRACT - NATIONAL MARITIME UNION

Hiring Hall and Medical Exams:

NMU asks for SIU provisions. See "General Conditions" of McKenzie's demands, reprinted from Dec. 17th Pilot on the left.

Overtime (all departments)
.85 per hour

Room and Meal Allowance:

When board is not furnished, unlicensed members of the crew shall receive the following allowances:

- | | |
|--------------------------------|-------|
| (a) in lieu of breakfast | \$.60 |
| (b) in lieu of dinner | .60 |
| (c) in lieu of supper | .60 |

When men are required to sleep ashore, two dollars (\$2.00) shall be allowed for room.

Working Cargo Gear:

Asking SIU conditions—see subsection (a) of Deck Department demands in Pilot clipping on col. 1.

(Continued on Page 2)

CONTRACT - SEAFARERS INTERNATIONAL UNION

The Employer agrees that only members of the Union shall be employed in all unlicensed personnel ratings.

The Employer agrees to secure all unlicensed personnel through the offices of the Union when said personnel are available.

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 rejection unjust the Company agrees to endeavor to reach a satisfactory settlement with the parties involved, namely, the Executive of the department 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 matter is to be immediately referred to the Port Committee prescribed for in section 5 of this agreement for final settlement.

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.

.90 per hour

When board is not furnished unlicensed members of the crew shall receive the following allowance:

Seventy-five Cent (75c) per meal.

When men are required to sleep ashore, Two Dollars (\$2.00) shall be allowed for room.

Rigging up or securing cargo gear shall be done by the watch on deck between the hours of 8 A.M. and 5 P.M. weekdays and 8 A.M. to 12 Noon Saturdays without payment of overtime. Overtime shall be paid to the watch on deck for such work performed after 5 P.M. and before 8 A.M. and on Saturday afternoons, Sundays and holidays.

(Continued on Page 2)

THE FAKERS ARE EXPOSED

The NMU officials own records show that they have tried to saddle the seamen with compulsory medical examinations so stiff that the average man over thirty years could not pass it.

There is a reason for this. The

NMU doesn't want the old-time seamen in its ranks—and it doesn't want them in the industry! For the NMU officials have plotted to deliver the newcomers—the trainees — and the younger seamen into a Government-ship-owner controlled labor front for

a price: That the NMU is made the only "representative" of the seamen.

To this end they have maneuvered and connived with the politicians in Washington and with certain officials of the WSA

(Continued on Page 2)

Lanford to Persian Gulf

Captain Lanford, New York Port Captain for the Mississippi Line, has been assigned to Persia by the War Shipping Administration. Lanford is a tough bargainer with the unions—but a fair one. He always deals the cards above the table. We wish him luck in his new post.

SEAFARERS LOG

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Atlantic and Gulf District

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Dushane's Report

MARITIME

WAR EMERGENCY BOARD

Decisions made during the month of November are as follows:

C. Fisher — SIU, Patrolman, N.Y.—S.S. Winfield Scott—Crew claimed bonus for Oran on and for Gela, on Board has ruled that vessel was in Selerno Bay on and that bonus was paid for this date. Vessel was not at Gela on board is now trying to get more information on this case.

A. C. Dynarski—SIU, Patrolman, N.Y.—S.S. Grace Abbott—Crew's claim for bonus is the Thames Estuary. Board ruled that there was no enemy attack on this date.

Jack Dwyer—SUP, Patrolman, N.Y.—S.S. James Whitcomb—Crew claimed bonus in Algiers for attack during to Board ruled bonus payable. S.S. Lewis Morris alleged attack for Oran, Board states that from the information that they have there was no attack on this date, therefore no bonus is payable.

J. H. Volpin—SIU, Patrolman, N.Y.—S.S. Pepperell—Crew claimed bonus while in London and Board ruled no bonus payable for or on this vessel, as it did not arrive in London until

A. C. Dynarski—SIU, Patrolman, N.Y.—S.S. George Oendleton—Crew claimed attack bonus for Thames Estuary, on Board ruled that there was no attack on this date, no bonus payable.

J. H. Volpin—SIU, Patrolman, N.Y.—S.S. Kofresi—Crew claimed bonus for attack on Bone To Board ruled that there was an attack that occurred outside of the harbor limits, and therefore no bonus is payable. Having the board check further on this case.

L. J. Bollinger — SIU, Patrolman, N.Y.—S.S. Thomas Reed—Crew claimed bonus for attack on London, Board ruled that this vessel was not in London on this date, therefore no bonus is payable.

J. Sheehan — SIU, Patrolman, N.Y.—S.S. Lawton B. Evans—Crew claimed bonus for attack on Gela, on following date to to to Board has ruled that an attack occurred at Gela between and and company claims bonus was paid. Vessel was at Bizerta to company claims bonus was paid.

R. W. Sweeney — SIU, Patrolman, N.Y.—S.S. Marymar—Crew claimed bonus for alleged attack on London, Board has ruled that there was an attack on this date, and states that the vessel was in the Thames Estuary on this date, therefore no bonus is payable.

P. Maniscalco — SUP, Patrolman, S.F.—S.S. Cape Romaine—Crew claimed bonus for alleged attack on the port of Purvis Bay, Florida Island, Board has ruled that they have been unable to get confirmation of an attack on this date from the Navy, Company or the Officers. Therefore no bonus is payable.

J. Sheehan — SIU, Patrolman, N.Y.—S.S. Oremar—Crew claimed bonus attack for alleged attack on London between and also attack bonus in Thames Estuary, Board has ruled that crew is entitled to attack bonus for while in London, however, board has ruled that crew is not entitled to an attack bonus for the Thames Estuary as the vessel left the Estuary on

P. Maniscalco — SUP, Patrolman, S.F.—S.S. Charles G. Curtis—Crew claimed bonus attack while in anchorage off of Catania,

(Continued on Page 4)

NMU Begg War Labor Board

NMU CONTRACT

(Continued from Page 1).

Laying Dunnage:

Asking SIU conditions—see subsection (b) of Deck Department demands in Pilot clipping.

Chipping, Painting, Etc.:

Asking SIU conditions—see subsection (c) of Deck Department demands in Pilot clipping on Col. 1.

Handling Stewards or Engine Stores:

Asking SIU conditions—see subsection (d) of Deck Department demands in Pilot clipping on Col. 1.

Bosun's Pay:

Coastwise	\$105.00
Deepsea	\$112.50

A.B.'s Pay:

Coastwise	\$ 92.50
Deepsea	\$100.00

Overtime for Blackgang:

Asking SIU conditions—see subsection (a) of Engine Department demands in Pilot clipping.

SIU CONTRACT

(Continued from Page 1)

When the crew are required to actually lay dunnage for cargo, they shall be paid at the regular overtime rate for such work. This does not mean handling dunnage in order to clean holds, but only refers to actual flooring off with dunnage for cargo.

(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, forecables, lavatories and wash rooms which are not used by the Unlicensed Deck Department. This shall also apply to all enclosed passageways amidships with doors or bulkheads at both ends, but does not apply to passageways regularly used as part of quarters by Unlicensed Deck Personnel, or passageways used as part of quarters jointly by Unlicensed Deck Personnel and another department of the Unlicensed Personnel.

(c) In ports where the Company employs a regular shore gang for the purpose of performing this work, this practice shall not be interfered with.

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 1 P.M. to 5 P.M. weekdays and 8 A.M. to 12 Noon Saturdays.

When sailors are required to handle Stewards' or Engine Room stores, both on dock and aboard ship, they shall be paid overtime at the regular overtime rates.

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.

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

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

Majority of SIU contracts provide

Bosun with	\$117.50
Minority of SIU contracts provide	\$112.50

Majority of SIU contracts

Minority of SIU contracts	\$100.00
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VESSELS CARRYING DECK ENGINEER:

When cargo is being worked with ship's winches after 5 P.M. on arrival day, the deck engineer shall oil winches and look after the deck machinery until Midnight; after Midnight an oiler shall be detailed to oil winches and look after deck machinery until 8 A.M.

On other than arrival days a deck engineer shall oil winches and look after the deck machinery between the hours of 8 A.M. and 5 P.M.

In the event a deck engineer is not available or obtainable an oiler may be assigned to his duties. If an oiler is not available or obtainable any member of the Engine Department, with oiler's qualifications, may be assigned by the engineer in charge.

It shall be the duty of the deck engineer to turn the steam on deck and prepare the winches for working cargo.

Either the watertender or fireman, but not both, shall receive overtime while cargo is being worked with the ship's winches at all times between the hours of 5 P.M. and 8 A.M. and on Saturday afternoons, Sundays and Holidays.

In port, firemen or watertenders, but not both, shall maintain a regular donkey watch between the hours of five (5) P.M. and eight (8) A.M. without payment of overtime except as provided in this section. On Saturday afternoons, Sundays or Holidays, they shall receive the regular overtime rate. Donkey watches shall be maintained for the purposes of keeping steam for the auxiliaries, winches, and the safety of the ship.

When vessel arrives on Saturday before Noon, 4 hours shall constitute the regular day's work for all members of the Engine Department.

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(Continued on Page 3)

NMU Begg War Labor Board

NMU CONTRACT

(Continued from Page 2)

NMU Asking SIU Conditions

Longshore Work:

NMU asks for SIU provisions. But NMU has the following finicky clause:

In those outports where there are no regular longshoremen available, members of the crew may be required to drive winches for handling cargo, or may be required to handle cargo. For such work performed during their regular working hours, they shall be paid in addition to their regular monthly wages, at the rate of 70c per hour; and for such work performed during overtime hours they shall be paid at one and one-half times the overtime rate. The phrase "regular working hours" means men on regular straight time and is not restricted to men on sea watches. This section shall not be so construed as to be applicable to any work where longshoremen are not available due to labor trouble.

Meal Hours:

The meal hours for the Unlicensed Personnel employed on vessels of the Company 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.

These hours may be varied but such variation shall not exceed one hour either way, provided that one unbroken hour for meals shall be allowed. This paragraph, however, shall not apply to men on watch.

Where the full meal hour as provided in the agreement cannot be given owing to navigation of the vessel, particularly tying-up and letting go, extra compensation at the overtime rate will be allowed for the portion of the meal hour not granted. For example, if a man is given fifteen minutes to eat he will receive extra compensation for forty-five minutes in lieu of the full meal hour.

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SIU CONTRACT

(Continued from Page 2)

VESSELS CARRYING 3 FIREMEN OR 3 FIREMEN-WATERTENDERS AND 3 OILERS AND NO DECK ENGINEER:

On days of arrival, if cargo is to be worked with ship's winches after five (5) P.M., firemen and oilers shall remain on sea watches until Midnight.

The oilers shall take care of the winches at all times while in port, if being used to work cargo, and the firemen shall take care of the entire plant while the oiler is on deck attending winches.

When watches are broken and cargo is worked with ship's winches after 5 P.M. and before 8 A.M., it shall be the duty of the oilers, as assigned by the chief engineer, or engineer in charge, to put in time in addition to their regular day's work for the purpose of oiling winches, and they shall be paid at the regular overtime rate while performing such work after 5 P.M. and before 8 A.M., and on Saturday afternoons, Sundays and Holidays.

In the event an oiler is not available or obtainable, any member of the Engine Department with oiler's qualifications may substitute for the oiler.

It shall be the duty of the oiler to turn the steam on deck and prepare the winches for working cargo.

Both the oiler and the fireman shall receive overtime while cargo is being worked with the ship's winches at all times between the hours of five (5) P.M. and before eight (8) A.M. and on Saturday afternoons, Sundays and Holidays.

When vessel arrives on Saturday before Noon, four (4) hours shall constitute the regular day's work for all members of the Engine Department.

In port, firemen shall maintain a regular donkey watch between the hours of five (5) P.M. and eight (8) A.M. without payment of overtime except as provided in this section. On Saturday afternoons, Sundays or Holidays, they shall receive the regular overtime rate; donkey watches shall be maintained for the purposes of keeping steam for the auxiliaries, winches, and the safety of the ship.

ELECTRICIAN'S OVERTIME:

While cargo is being worked with electrical winches after 5 P.M. and before 8 A.M., after 12 Noon Saturdays and on Sunday and Holidays, overtime shall be paid to electrician on duty.

In those ports where there are no longshoremen available, members of the crew may be required, for the purpose of handling cargo, to drive winches or may be required to handle cargo. For such work performed, they shall be paid in addition to their regular monthly wages, One Dollar ten cents (\$1.10) per hour for their watch on deck and One Dollar and Sixty-five Cents (\$1.65) for the watch below.

After 5 P.M. and before 8 A.M. and on Saturday afternoons, Sundays or Holidays, the rate shall be Three Dollars (\$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.

The meal hours for the Unlicensed Personnel employed in the Deck and Engine Departments 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 variations shall not exceed one hour either way, provided that one unbroken hour shall be allowed at all times for dinner and supper when 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 during 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 until 8:00 A.M. overtime shall continue straight through until breakfast is served.

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Fakers Are Exposed

(Continued from Page 1)

as well as with some of the ship-owners!

In order to do this, however, the NMU officials and the Stalinists have tried to introduce the "check-off" of union dues from their membership. Note demand Number 4 in *Pilot* clipping. This is one of their greatest confessions of weakness. They have no real union strength because no sentiment for unionism remains within their ranks.

The *Pilot* has pleaded that the "check-off" is necessary because the NMU patrolmen are unable to settle beefs. For the NMU patrolmen and delegates have been reduced to combination *Pilot* peddlers and book salesmen, who shake the collection can on the side for causes the Stalinists deem "worthy" at any particular moment.

AND IN THE PROCESS THE SEAMEN ARE MILKED FOR MILLIONS OF DOLLARS!

It is fast becoming a by-word on NMU ships that "If you look under your bunk out will pop an NMU delegate with a (so-called) 'ship's library' and a collection can to shake John seaman down."

The delegates' "shop-talk" in the NMU headquarters is about how many of the so-called "libraries" they've sold and how it left them no time to settle the beefs.

It's small wonder the NMU wants the "check-off"—but for what?

It will aid their *Pilot* peddling; book selling; can shaking, and what-have-you—but it won't settle the seamen's beefs under the NMU's cheesecloth pacts with the shipowners. Because they provide nothing. The shipowners run through 'em and get satisfaction and countless millions in profit; the NMU's sickly Port Committee gets the beefs; and John working seamen gets exactly—NOTHING!

Curran, like the rest of the Stalin phobes in the NMU is a man with the unique talent for always being wrong. And the further wrong he goes the louder he screams and reflects the desperation of the NMU in general. For Curran has the *Pilot* with which to howl loud and long and run a line character assassination and turn the NMU's consistent defeats into slyly written headlines which would give the seamen the impression of great victories.

But the seamen know better! No one can fool them because they work on the job and know the conditions and wages under which they live!

One ex-NMU member, while turning his book in for an SIU book the other day, summed up the *Pilot* rather neatly. Said he:

"I'm tired of reading about the 'great victories' in the *Pilot's* headlines. Victories the members never get! That's why I'm joining a real union, the AFL's SIU. The *Pilot* is a continual education in ignorance: Ignorance of the seamen's problems; ignorance of the Trade Union movement as a whole, and ignorance of human beings."

"The NMU officials call it 'trade unionism.' But to me or

any man on the job it is Trade Unionism upside down—with the worker on the bottom! And getting it in the neck!"

On the other hand the SIU's agreements fully protect their members. The rules as shown by the tables herewith provide many conditions in the industry that the fast-failing NMU has never been able to obtain.

And through their failure to gain conditions of overtime for the seamen they have put millions into the pockets of the shipowners in unpaid overtime; as well as countless more millions into the shipowners' coffers through lower wage scales—and therefore lower war bonuses. Further they have saved the operators other millions through lack of job conditions on ships under contract to the NMU.

And in passing it might be said that while Curran and his misfit outfit have blasted the old ISU, the ISU as far back as the year 1920 had conditions which the NMU has never been able to approach. For the working rules of an ISU agreement of 1920-21 provided overtime for OT hours, weekends and holidays at the overtime rate. Here's an example:

5. While vessel is in port and members of the engine room department are standing donkey watch, no work shall be performed which is not part of their regular duties; between the hours of 5 p.m. and 8 a.m. or vessel is working cargo or solid ballast, extra compensation to be paid at the overtime rate. When cargo winches and engine room auxiliaries, other than feed pumps or injectors, are being used an oiler, water-tender or engineer will also be on watch. On steamers not carrying a donkeyman, the work to be performed by a fireman.

6. No unlicensed employee in the engine department shall go on watch unless he shall have had six hours off duty immediately preceding the setting of watches. If sea watches are set at 12 midnight, the unlicensed employees in the engine department, required for the first watch, shall not be worked later than the previous noon.

The AFL unions are the only group which have lived up to the aims of these pioneers of marine unionism. The NMUers and the Stalinists for all their high-powered blasting and propaganda have never been able to equal these provisions—and they never will be able to!

But since they cannot, they scream loudly of "their" achievements for the seamen, thump their chests and call curses upon the AFL and the officials of its affiliated marine unions which have done a job instructed by their memberships.

The NMU pact has some fairly decent conditions which the AFL unions pioneered and standardized in the industry and which the shipowners had to concede to the fast-failing, misfit NMU officials to enable them to ram the NMU-shipowner combine's rotten working conditions down the

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Washington Report

(Continued from Page 2)

during and Board has stated that the company paid an attack bonus during this period.

The above cases wind up all bonus claims that have been settled for the month of November. It is interesting to note that several of these claims were settled by the board with statements that the vessels were not in the areas on the dates submitted in the disputes. I am of the opinion that the crews could be able to give the union further assistance in getting prompt settlement if they could get newspaper clippings of the areas where the attacks occur. We would then be in a position to prove to the board that an attack actually occurred, and we would not have to rely on government or Company officials. If a newspaper account of any attack can be secured, send the complete page into the agent's office so that he will have the date line, and city of the paper's establishment.

TRANSPORTING CREWS

The RMO has sent out the following communication to all their port representatives. Dated December 24, 1943:

"1. When a maritime labor union recognized in Instruction No. 32 is unable to supply a specific number of men in specific

ratings for a specific ship, you are, upon request of the union, to provide transportation for experienced men of that union from the nearest port.

"2. The above provision is applicable to men in the entry ratings.

"3. The men referred to shall be secured from the port nearest to the one at which they are to be utilized.

"4. The handling of such orders shall be cleared through the regional office in accordance with instruction No. 25."

It should be noted that the above order limits the transportation of men to the nearest port where the shortage may occur. This is contrary to our agreements. The Union is to supply men to all ships that the Union has contracts with. In the event that the union cannot supply the required amount of men and it will cause a delay of a vessel. The operator then has the right to secure the men needed to fill the shortage. Our contracts do not limit us to the nearest port only, the Union has the whole coast at its disposal to get the men. If we do not stick to this proposition, it will only be a short time when our vessels will be completely manned by non-union men.

Fakers Are Exposed

(Continued from Page 3)

threats of the seamen still adhering to the NMU.

The NMU "agreement", if it can be called that, is not remarkable for what it says—but it is remarkable for WHAT IT DOES NOT SAY, and for the overtime and general conditions sacrificed to shipowners.

For in these provisions the SIU betters the NMU pacts by having it on the line—in black and white—as to what their members shall be paid for. In other respects the agreements with the shipowners throughout the industry are pretty much the same on general and departmental conditions not shown, with the exception that where overtime is provided the SIU OT rate is better in all cases.

Because of this and the NMU's loud howls that "their contracts were the best in the industry" the NMU officials were forced lately into a corner by the remaining NMU membership—they must put up, or else...

Their scream was frantic! What could they do! They appealed to the shipowners and found "no soap" as well as having "no coffee time." Thus they started the old pattern all over again and attacked the opposition unions, the AFL, accusing them of all the acts that they, themselves, were guilty of.

But the seamen know better! They are not being fooled a bit. They know that the SIU is the extension of the SUP of the AFL—one of the oldest marine unions in the Nation, which was founded by Andrew Furuseth: the man the shipowners couldn't buy and could not use because of his Trade Union principles, and because he would not let them defame his name while he yet lived.

Yet, the Stalinists in the NMU and a few charity fakers in the United Seamen's Services have tried to usurp his name and memory by naming a so-called "club" after him under semi-Government auspices.

The old seamen are not fooled. The young seamen are learning. The trainees lately come into the industry are taking advantage of the real Trade Union principles offered by the SIU. Thousands of them have joined the AFL unions for their ability to fight for conditions on the job. Thousands more are coming.

How about you, Brother? For this is the answer to the NMU's cry for "stabilization" of which they couldn't get through union strength; this is the answer to the NMU's flash publicity job: "The NMU—What it is—What it Does."

The seamen see the answer to the first "What it is?" and reply "NOTHING"; to the "What it does?" they also reply "NOTHING."

But the SIU in the estimation of all seamen, young and old is SOMETHING that will fight the seamen's battle here on in.

Personals

ARMAND RIOUX

Please communicate with Richard M. Canton, 51 Chamber St., N.Y.C., immediately in regard to settlement of your case.

MONEY DUE

Deck-Engine Dept. who lost Personal effects on SS Samuel Griffin can now collect claim at 99 John St. See Mr. Paulson, WSA Claim Dept.

NMU Begg War Labor Board

NMU CONTRACT

(Continued from Page 3)

Division of Wages:

When members of the Unlicensed Personnel are required to do extra work because a vessel sailed without the full complement required by the vessel's certificate, under circumstances where the law permits such sailing, the wages of the absent seaman shall be divided among the seamen who perform his work, but no overtime shall be included in such wages.

Uniforms:

When quartermasters are required to furnish their own uniforms, they shall be paid three dollars (\$3.00) per month in addition to their regular wages.

Paint Spray Guns:

No Provisions

Docking and Undocking:

When members of the watch below are called on to assist in docking or undocking the vessel they shall be paid for such work at the regular overtime rate.

Carpenter Work:

No Provisions

Bosun or Carpenter Standing Watch:

No Provisions

Sounding Bilges:

No Provisions

Relieving Helmsman:

No Provisions

Arrivals and Departures (overtime)

Commencement of Port Time for the Engine Department on freight and passenger vessels, at the next half hour or hour after the vessel is properly secured alongside the dock, or when the vessel anchors for the purpose of loading or discharging cargo, and "Finished with Engines" is rung.

Termination of Port Time for the Engine Department on freight and passenger vessels, when "Stand By" is rung.

SIU CONTRACT

(Continued from Page 3)

(a) When members of the Unlicensed Personnel are required to do extra work because the vessel sailed without the full complement required by the vessel's certificate, under circumstances where the law permits such sailing, the wages of the absent members shall be divided among the men who performed 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 all watches stood on Saturday afternoons, Sundays, or Holidays.

(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 and when overtime is paid for more than eight (8) hours' work because of absent members, there shall be no division of absent members' wages.

In cases where uniforms are required by the Company for the Unlicensed Personnel, they shall be furnished and paid for by the Company; or in the event a man is required to furnish his own uniform, he shall be paid an additional Ten Dollars (\$10.00) per month for same.

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.

When men off watch are called upon to assist in docking or undocking, they shall be paid for such work at the regular overtime rate.

All hands in the Deck Department are to be used in docking and undocking when available.

The watch on deck shall receive overtime for docking and undocking after 5 P.M. and before 8 A.M. weekdays, and on Saturday afternoons, Sundays and holidays.

When it is necessary to put sailors on the dock to catch or let go lines, those actually going on the dock shall receive One Dollar (\$1.00) for each instance. This is in addition to overtime if they are on overtime at the time.

When members of the Deck Department are required to do carpenter work, they shall be paid at the rate of eighty cents (80c) for watch on deck and One Dollar and Twenty Cents (\$1.20) per hour for watch below. On vessels where no carpenter is carried, only boatswain shall handle ground tackle.

If the Boatswain or Carpenter are required to stand watch due to shortage of men, they shall receive overtime for all watches stood on Saturday afternoons, Sundays and holidays.

When members of the Deck Department are required to sound bilges after 5 P.M. and before 8 A.M., and on Saturday afternoons, Sundays and holidays, they shall be paid for such work at the regular overtime rate.

Any seaman covered by this agreement assigned to regular wheelman's duties shall not be relieved for sougeeing, chipping, painting, shining brass and cleaning work during the regular wheel watch.

Arrivals and Departures, Saturday Afternoons, Sundays, and Holidays: Vessels arriving in port on Saturday afternoons, Sundays or Holidays. Overtime shall begin when "Finished with Engine" bell is rung.

Vessels departing for sea on Saturday afternoons, Sundays or Holidays: Overtime shall be paid up until the "Ahead or Astern" bell is rung.