

SEAFARERS LOG



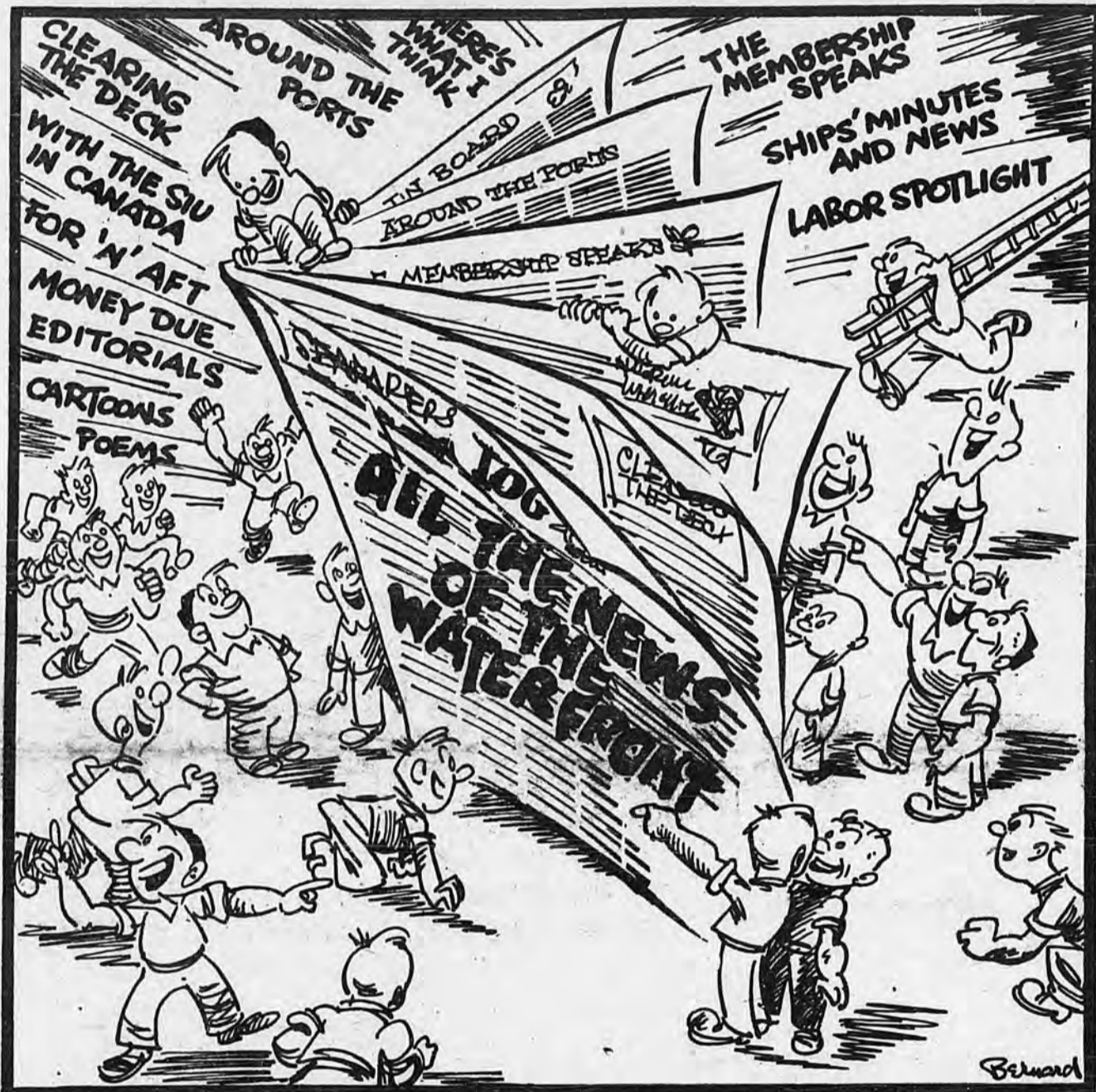
Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

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THE 'SEAFARERS LOG' GOES 12 PAGES



Labor Faces Vicious New Anti-Labor Law

WASHINGTON (LPA) — American workers who have endured four years of rigid war-time restraints on their rights would, as a reward, be given a permanent set of chains under a bill introduced in the Senate during the past week—with all the fanfare of a Hollywood premiere.

Bonus Cut Moves Are Explained

By JOHN HAWK

The Maritime War Emergency Board has repeated its past performances by going through the formality of drafting up proposals and notifying the signatories to the "Statement of Principles" by telegram and by letters, using up a lot of much needed paper and at the taxpayers expense.

These notifications invited the signatories of the "Statement of Principles" to come to Washington, D. C. from all parts of the country to attend a meeting to discuss and make recommendations on the Board's proposals. Of course the expense of the ship-owners who travel from Frisco, New Orleans, Mobile, Boston and other points and their hotel expenses is paid also by the taxpayers through their government general agents' contract, but the union officials' travel expenses, regardless of where they come from, is paid by the seamen. Re-

(Continued on Page 8)

International Administers Lakes District

In order to stream line the District, and prepare it for an intensive organizational drive, the rank and file members of the Great Lakes-SIU voted last month to have the International appoint an administrator. Brother Harry Johnson was appointed Administrator by SIU President Harry Lundeberg. This action was formally concurred in by all Lakes branches.

Mardy Polaner, out-going Secretary-Treasurer of the District, was lauded for the good work done during his four years in office. Under his leadership, the District was able to force several wage boosts from the operators.

Brother E. S. Lashover has been assigned, by the Administrator, to the post of Secretary-Treasurer.

Nominal sponsors were Senators Carl A. Hatch (D., N.M.); Harold H. Burton (R., O.) and Joseph H. Ball (R., Minn.). Actually, however, the vicious measure was drafted by a group made up largely of corporation attorneys, headed by Donald R. Richberg, who got his start in life as a labor lawyer, but who in recent years has been propagandizing for legislative shackles on unions.

These attorneys and their associates spent 18 months at the job of fashioning what is undoubtedly the most elaborate straitjacket for labor ever put up to Congress. Their work was financed by Samuel S. Fels, wealthy industrialist, who comes from the "Fels Naptha" soap family.

It would take many columns to list all the "union-busting" features of the 55-page bill, but here are some of the major provisions:

1. It would wreck the Wagner Act, labor's "magna charta."
2. It would destroy the safeguards of the Norris-LaGuardia anti-injunction act, permitting the courts once again to hamstring unions by injunction orders as they did in years gone by.
3. It would impose compulsory arbitration on workers engaged in "essential services" — a term broad enough to include almost everything.

4. It would practically wipe out the right to strike.
5. It would virtually outlaw "union shop" and "closed shop" agreements, now enjoyed by a major proportion of America's organized workers. Such contracts would be legal only if the union involved had been selected by 75 per cent of the employes in the bargaining unit, and only if 60 per cent actually ratified the "union shop." Various other tests would also have to be met before such contracts would be valid.
6. It would create a paradise for anti-labor bosses anxious to smash unions, by subjecting workers and unions to prosecution for violating any of a set of 11 listed "unfair labor practices." These unfair practices would include, among others, "discriminating" against employer representatives; participating in any strike, slowdown, or sitdown; infringing in any way on terms of

(Continued on Page 10)

USS Plans Post-War Program, No Pork Chops Included In It

The social workers have discovered the American seaman! Hallelulah!

Planning a glorious future for the American seaman, the RMO-USS, in trying to devise a way of perpetuating their soft jobs after the war, have just announced a world-wide social service scheme to keep the American sailor happy and contented. And if the RMO-NMU alliance with the USS is any criterion, the program is designed to keep him underpaid as well.

In an expensive and fancy book outlining this program the USS throws a heavy smokescreen over the issue of better wages, which is the fundamental need of American seamen, with a picture of health centers, flop houses, rest homes, art contests and a miscellaneous mumbo jumbo of social service designed to "elevate" the seaman.

Dripping with sentimentality over the tragic social life of the poor sailor, this book sobs about the seaman having nothing in his life but "taverns and streets;" and it means that "reports abound of

seamen sleeping in railway stations, huddling together for warmth on the floors of union halls, walking the streets to the point of exhaustion or finding cheerless, unsanitary flops in cheap rooming houses."

Remember when the sailor could pick out his own hotel and lean against the bar of his choice?

That will be entirely unnecessary if the USS-RMO carry their post war schemes into effect.

No longer will the sailor have to enjoy his fun where he finds it. Steering him clear of the juke box joints and the perfumed ladies of the waterfront, the landlocked sailors and ladies of the USS will protect him from the

harpies of the docks with a program of education, recreation and culture which will make him happy without the horrid necessity of bettering wages.

And every seaman who has "enjoyed" the red tape of the RMO medical examinations will be happy to know that the post-war scheme of the USS also includes a "program of immunization and health education," with a staff of overpaid quacks in the different ports of the world.

The Seamen's Service will also run flop houses which, to quote its propoganda spiel, will be staffed with people "who speak the seaman's language." (Hell! And we thought we spoke English, too.)

SEAFARERS LOG

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Entry As Second Class Matter Pending

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Learning The Lesson

Despite the opposition of the maritime unions, the shipowners and their Maritime War Emergency Board succeeded in cutting the Atlantic area bonus, reducing the already substandard seamen's take-home pay.

Two lessons are to be learned from this act. One is that the no-strike pledge has taken freedom of action from the workingmen, while the power of the operators to oppress has not been weakened in the least.

The second is that the lack of unity in the maritime field plays right into the shipowners' hands, by dividing labor and labor's strength. The real tragedy of the situation is not only that there are two unions in the field, but that one has been the tool and stooge of the operators. After having served as the willing, boastful mistress of the shipowners, the National Maritime Union is in no position to cry betrayal of its virtue.

What can the seamen do? Unfortunately, our hands are tied now for the duration of the war. The Seafarers has voluntarily given its word not to strike, and will keep its word. However, we may anticipate further action from the operators the day the Pacific war ends. We must be prepared for that day.

The one solution is one big, strong maritime union under the leadership of the Seafarers International Union—a Union that has never been tainted by collaboration with the shipowners, and that has never put the interests of a foreign power over that of the maritime workers—a Union that will work to restore the lost take-home pay, and increase it, by the only way it can be done, by militant waterfront action, at the point of production.

Pardon Us For Pointing

Senator Edward V. Robertson (R., Wyoming) charges that there was "fantastic waste and graft" in connection with the building of the Alcan and Latin-American highways.

Senator Homer Ferguson (R. Michigan) said that the War Investigating Committee had called "similar graft and corruption" to the attention of the Attorney General repeatedly, but had "failed to get any information or aid from him."

Senator George D. Aiken (R., Vermont) pointed to "much bigger corruption" in the U. S. Maritime Commission. (Surprise!) He cited the case of five ships, originally valued at \$356,000 that were sold by the commission before the war for approximately \$200,000, and which they repurchased after Pearl Harbor for more than \$3,000,000.

Senators Overton (D., Louisiana) and Bridges (R., New Hampshire) have introduced a bill calling for salary increases for members of Congress and the Cabinet. The bill, if passed, will increase Congressional wages from \$10,000 a year to \$15,000 a year.

May we suggest that the gentlemen, after feathering their own nests (and turning down any upward revision of the Little Steel formula), get going and find out what is happening to the taxpayers' money?



Seaman in Justice

NOTICE TO MEMBERSHIP

With this issue, the LOG from now on will consist of 12 pages.

The addition of four more pages will allow us to give you some of the features you have always wanted: an expanded "Membership Speaks" section, and a page devoted to ships' news. Since we are physically unable to cover every ship, we look to the membership to send to the LOG reports of ships meetings, happenings aboard ship, and other items of interest.

You want to read about your old shipmates—and they want to read about you, so let's get going!

Liberated GI Praises Seafarers Contributes To SIU Fight Fund

The following letter from a repatriated GI prisoner of war, was received last week.

We reprint it, not only for its interest, but as a perfect example of what SIU crewmen can do to counteract the vicious anti-union propaganda sown among the servicemen by labor-hating groups.

Seafarers International Union
Dear Brothers,

I am one of the 375 GIs who just returned from a prolonged Nazi vacation, behind barbed wire. Fortunately we crossed on the SS John Lawson, an SIU manned ship. I am sure I speak for all the POWs when I express thanks for the courteous recep-

tion we received from the seamen. They're a swell bunch of men and a credit to the union.

On the way over I had many discussions with Brother John Marciano—and it was a pleasure, indeed. Too bad there are not a million more organized workers like him. He eats, breathes and sleeps Union.

He told me about the swell job the SIU has been doing in its struggle to better conditions on the waterfront. I was glad to hear this, since I've always believed that to keep fascism out of America it was not only necessary to whip it aboard, but to build a strong educated organized labor movement at home. It is of utmost importance to keep wage levels at least at parity with prices.

GIs returning from the front do not want to return to the open shop, low wage conditions of years ago. Labor must advance, not retreat.

In closing may I say—keep up the good work. To you who move our supplies, we owe an everlasting debt of gratitude. We are fighting for you abroad. You keep up the fight for us at home.

Please throw the enclosed 2 bucks into your fight fund.

Fraternally,
Pvt. SEYMOUR RAYACK

MILLIONAIRES PLAN TAX STEAL

Not quite satisfied with the exorbitant profits they are making out of the blood, the sweat and the tears of this war, the millionaires of America are quietly, but industriously, going in for a little postwar planning of their own to make their profits even greater.

With little public shouting, but working, oh, so busily behind the scenes, these forces are attempting to put through a constitutional amendment to limit the Federal income tax to 25 per cent of the gross income.

If passed, it will be the greatest legislative steal in the history of this country.

Before the war, there was a 75 per cent tax on the highest bracket—and even without the expenditures of war, the government needed the money. Since

there is expected to be no decline in postwar government expenses compared with the prewar years, the burden of supplying the government income, if this bill is passed, will fall upon the shoulders of the poor.

It is estimated that to make up the difference, the lower income brackets will have to pay the same percentage as the millionaires. In other words, a man making \$2,000 a year would pay about \$500 in taxes (compared with the \$175 he pays now), while a person making a million dollars would pay \$250,000 instead of the \$800,000 he pays now—a saving of \$550,000.

This amendment has already been passed by 17 states, in the quiet of the night, with organized labor the only real force opposing it.



By PAUL HALL

FEATHERBEDDING — WSA STYLE

The food division of the WSA is up to its old tricks. They recently pulled a brand new idea out of their hat, calling for the re-training of Stewards Department men who take jobs on the re-converted Liberty and Victory ships used as troop carriers.

Not satisfied with having spent millions of dollars in training these men (or the majority of them) as food handlers, the WSA now advances a so-called "program" for the re-training of these same men at an additional cost of a few more millions of dollars.

The operators with whom the SIU holds contracts have been asked by the Seafarers, their opinion of the calibre of men the SIU has sent to man jobs in the Steward Departments. Each of them is satisfied with the men's work and their ability to handle their jobs.

The question comes up then, why the necessity of a re-training program for the Stewards? The answer is very simple. These job loving fakers of the WSA want to do just as much as possible to keep themselves in the jobs that they have—regardless of the cost to the taxpayers.

Our membership has gone on record as being definitely opposed to attending any of these phony retraining programs, and any attempt by the WSA to force them through this re-training period will only result in serious trouble throughout the industry.

This Union recognizes the necessity of training men for up-grading in the Stewards Department, and the record shows that the SIU has endorsed the up-grading program of the WSA. This does not mean, however, that we are in favor or will ever be in favor of going for their re-training program.

Even an observer who is not familiar with this industry, or familiar with the sly ways in which these WSA bureaucrats seek to perpetuate themselves, can see the selfish and totally unbusiness-like method they are using to keep themselves in soft jobs.

Nowhere does the WSA explain why these men, who have been working at their jobs throughout this war—many of them for years before that—need retraining, particularly at a time when there is a real shortage of Stewards to man the ships needed for the Pacific phase of the war.

What has happened to make these men, who have been doing the job all along, suddenly incompetent? If they are incompetent, then the WSA should revamp their entire system of primary training, and revamp their own bureau for having done so bad a job.

NO PIE IN THE SKY

The WLB has recently turned down the petitions for wage increases filed by the SIU-SUP and the MFOW.

The NMU has not been turned down by the WLB, because they have not officially petitioned for a wage increase, in spite of all the crap they've been peddling about their program for \$200 a month.

Their contracted operators unanimously opposed the NMU request for a raise in wages at a recent meeting between them and the NMU "leadership"—the same "leadership" that has been fawning upon the operators for years now, all in the name of "unity."

The NMU membership should be able to see now that there is no doubt but that they have been completely sold down the river. Many is the beef they did not collect because of the "cooperation" between the leadership and the shipowner. Many is the man who was classed as a disrupter when he brought up a beef on the floor of an NMU meeting.

The lesson to be learned is that no matter how much this so-called labor-management cooperation is ballyhooed, it can work only up to a certain point—the point where any demand by labor cuts down one cent of management's profits. The NMU has willingly taken terrific beatings at the hands of the shipowners, all in the name of "cooperation and unity."

Cooperation between the shipowners and seamen is necessary to a degree—and that degree is covered by the points in our contracts, the furnishing of competent men who do their job in a workman-like manner.

No improvements of conditions or wages will ever be gotten through this phony cooperation touted by the NMU. The only reason the SIU today has the highest wage scale and overtime rate and the best conditions in the industry is not because it "cooperated" with the shipowners, but because it fought them.

The only way we will be able to raise these wages and conditions to still a higher point is not by "cooperation," but by use of our economic strength—action at the point of production.

SHE'S OK



The Hosiery Designers of America say actress Andrea King is the "best-legged girl in Hollywood." The rest of her's above average too. (Federated Pictures)

SS BANVARD TO BE SOLD AS SCRAP

Battered beyond repair in war service, the SIU ship John Banvard will be offered to the highest bidder as scrap, it was announced by the Maritime Commission this week.

The first of the Liberties to be scrapped, the Banvard was delivered into service on April 8, 1943. She received her baptism of fire off the Anzio beachhead, Italy, January 27, 1944, when she was hit by an aerial bomb, and towed to Naples for repair.

Later, while fully laden she ran hard aground in Praia Bay in the Azores. After being refloated she was towed to Jacksonville, Fla.

Beef Squad Fails With Isthmian Crew

It happened on an Isthmian ship a few days ago. An SIU man rode this Liberty from one port on the Atlantic coast to another and in the six or seven days that it took the vessel to make the trip he found the crew almost one hundred per cent in favor of the SIU. "Hell," he said, "I went on her thinking I'd have a tough job. But except for a couple of NMU stiffies they sold me on the idea. All I had to do was collect pledge cards. The boys already had made up their minds which union they wanted."

But word of the crew's preference for the SIU got ashore in her second port of call and before the boys knew what was happening there was a surprise visit from an NMU goon squad. The muscle boys tried to convince the crew that they wanted the Joe Curran (Pork Chops) Corporation and tried to collect a bunch of pledge cards after some strong persuasion.

The goon squad visit, however, proved to be a waste of time. No sooner had they departed over the side than the crew began writing letters to the SIU protesting the action and stating in no uncertain terms what their union preference would be.

Typical of some sixteen letters received from the crew of this vessel is this protest written by an ordinary seaman who was "convinced" by the NMU muscle boys that they represented the interests of American seaman. Says this letter: "I was misinformed by an NMU organizer. I do not want to be represented by the NMU in any shape or fashion. I'll vote for the SIU."

Isthmian men, according to SIU organizers are visiting the hall in increasing numbers, learning the benefits of union organization, and asking for literature to take back to the ships.

there is inserted an item explaining how to keep a clear record of your overtime. It would be to the membership's benefit to read this item, as it may be the means of collecting future disputed overtime. I am now working on a number of outport beefs, and I will notify the ports involved as soon as possible.

From The Assistant Sec'y-Treas.

By LOUIS GOFFIN

Quite a number of beefs were handled through this office in the past couple of week, in which I assisted and settled quite a few.

Beefs settled are as follows: On the SS John Gibbons, a broken watch beef which paid off in Baltimore. Took the matter up with the Overlakes outfit, and the beef was settled in time for the pay-off. The total amounted to over 1500 hours.

The SS Wm. Maclay, which paid off in Portland, had a beef submitted by Boston on handling ship's explosives. Men had received 90c an hour, the difference from 90c to \$2.50 is now payable by Alcoa.

A number of beefs concerning members of the three departments of the SS Simon Willard, which paid off in Jacksonville, is now payable at the Waterman office. On the Hagerstown Victory, which paid off in Mobile, various beefs have been settled.

The SS Woodbridge Ferris paid off in Baltimore. The coffee beef is now settled and payable. The results on the other beefs will be settled very soon. Both of the above ships belong to Calmar.

The Messman's beef on the SS George Pickett, and extra meal beef on the SS Walter Fleming are now settled and payable at the Waterman outfit here in New York. I worked in cooperation with Brothers Hawk and Shuler regarding manning scales on converted troop ships.

In various issues of the Log

SHIPS DELEGATES DISCUSS SCHOOL



Called together by New York Agent Paul Hall to obtain advice on setting up a delegates school from men who have sailed as ships delegates, these SIU brothers had many practical suggestions to make. From left to right are: Frank Kreyve, Cook; Oscar Kela, SIU book men now sailing as first assistant; A. Yacishyn, Bos'n; John Hudele, Oiler, and Mario Figueroa, AB.

Old Smear Tactic Used Again

I see by the Comintern swindle sheet, the NMU Pilot or Little Daily Jerker, that Hamhead Curran, the land-locked "sailor," has broken bounds again and is hard at work earning his lucrative salary by berating the SIU, through another attack on ex-NMU members supposedly in the SIU.

Not having the courage to do his own dirty work, he speaks through a dummy — a certain Jake Faber. The growth of the SIU has given the comrades a case of the jitters. They see the handwriting on the wall. So, this old, old, smear tactic is dragged out for the ten thousandth time. It's the reverse of the red baiting tactics used by employers against genuine trade unionists. When we call these NMU skunks Communists of the Stalin order, we do not call them "reds." That would be an insult to all bona-fide trade unionists with red blood in their veins, who have courage enough to do their own talking.

Now that the SIU, per se, thru these ex-NMU members, are "Fascists" etc., soto voce and basso profundo via the CP waterfront section loudspeaker, the CP-NMU officials are all Sir Launcelots looking for the Holy Grail. Curran is King Arthur surrounded by his Knights of the Round Table. A beautiful picture by inference with those dastards of the NMU who quit the "union" and joined the SIU. Treason, 's treason, they shall suffer for this—egad. And they sailed during this war, to make it worse.

Now where would union men be bound for after being driven from the NMU because they threatened the Stalinist control and policies in marine? Surely Hamhead wouldn't expect them to jump off the dock. This is still a democracy and still America—not Stalin's Russia, where oppositionists are purged by lead poisoning via a Mauser bullet in the back of the head in the Lubianka prison.

Being believers in unionism—or they wouldn't have been driven from the NMU by the Party who feared them—it's only natural that they would go to a union whose policies are in direct opposition to the NMU wreckers. They could not go to the MFOW if they were outstanding opponents of the CP, for the CP apparatus therein have a working agreement with the NMU "leaders" who belong to the same Party, not to accept them.

They could not go to the Communist controlled Marine Cooks & Stewards of the Pacific for the same reason. And they would not ship off the dock or shipowners office, or the War Shipping Administration where the Communist Party has infiltrated and set up working relations with the NMU to put these insurgents on the spot or turn neutral NMU members back to the NMU if they are politically dumb or willing to remain silent.

So they came to the SIU. There was no other outlet on this coast for union men to belong to. These men belong to the east coast—the only other liberal-minded democratic union for unlicensed men is the west coast SUP.

Thank God that an east coast union exists that opens the door to union men who believe in democracy and our way of life—that bars the road to the evil power of the Joe Currans and the CP ramifications in marine over the lives of men and their rights to earn a living in their calling or trade.

May you prosper, SIU, and keep up the good work. Keep an open door to all NMU insurgents against the Mafia which controls their lives. May they come in by thousands and bring their ship lines with them by staying on the ships and kicking the Communist NMU and its CP delegates over the side when they come to collect their tribute for selling them down the river.

Keep up the good work SIU! More power to you.

One of the 99 Year Club, proud of it.

FRANKLIN VETS BOOSTS LABOR



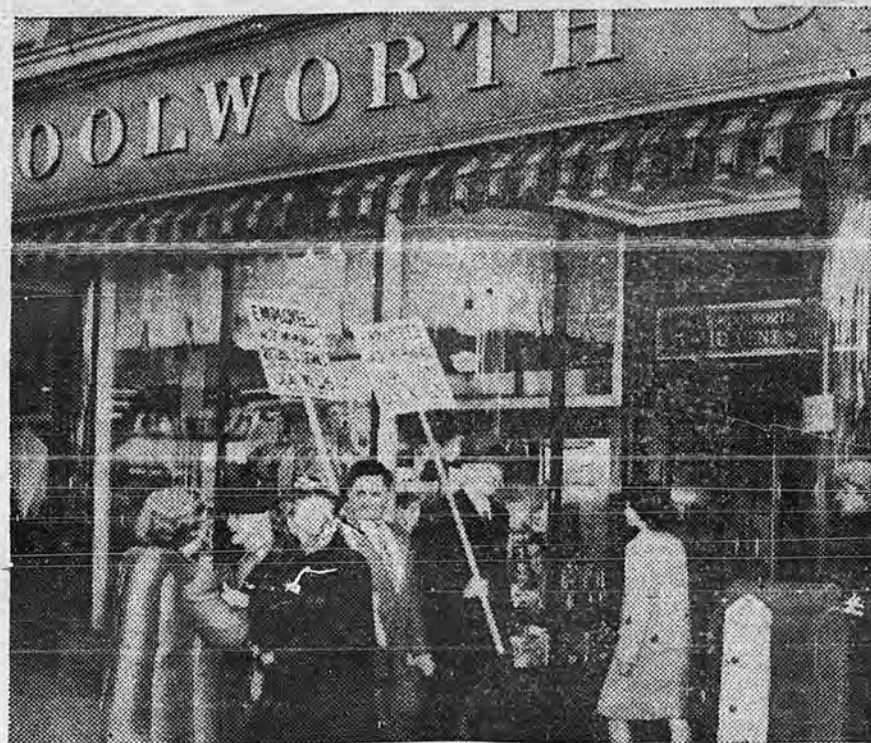
"Labor and the returning vets have much in common," says Radarman 2/c Thomas L. Young, wounded veteran of U.S.S. Franklin and a member of Joint Council 42, International Brotherhood of Teamster (AFL). In the editorial offices of Southern California Teamster, he points approvingly to their headline story on labor's postwar program.

ALL SHIPS GET FORM FOR NEWS

To help get news about the ships and about the membership into the pages of the Seafarers Log, a mimeographed form has been prepared and is being distributed to all ships at the time of signing on, along with the packets of educational material.

Space is provided on this sheet for reports of meetings held on the ship, for beefs that were settled by crew action, and for any other interesting items about the ship or the crew. The forms can be sent to the LOG from foreign ports or handed to the patrolman at the time of the pay off.

UNITY IN ACTION



Carrying picket signs in a drive to organize employees of the F. W. Woolworth Co. store in Kenosha, Wisc., are Pres. Hartwick C. Dahl, Kenosha Trades & Labor Council (AFL) and Pres. Jack Milward, Kenosha County CIO Council. The drive is conducted by Local 526, Retail Clerks Intl. Protective Assn. (AFL) (Federated Pictures)

The Super-Militants

(To the "Leaders" of the CP-NMU Comintern Axis)

Support for the new Super Militants,
List' to our shouts o'er the land,
Our Stalin has given the orders
And WE, the tools—understand.

Forget the sellouts of yesterday,
It was all for the "Party line"
We now resume the "Class Struggle"
Our Stalin has called the Time.

We will now berate John Shipowner
For the contracts WE SIGNED in the "peace"
Our theme song was "Cooperation"
While Stalin received the Lend-Lease.

We'll drag the "red" flag from our pocket
Where we have concealed it so long,
It's Stars and Stripes for the mothballs
WE CONFESS that "the line was wrong."

Attack the bloated shipowners,
Forget sweetheart contracts WE GAVE,
Shed tears for low wages of seamen
Ah, the mercilous robber knave.

We're thru with the Chamber of Commerce,
It's out for "Our No Strike Pledge,"
For Stalin has given the signal
And there is no room to hedge.

Our phony "democratic" word battle
Resounds from our 13th Street walls
Our Foster attacks Our Oil Browder
As into the "groove" we must fall.

The "democratic" word battle is echoed
By the landlubber "Men of the Sea"
Who connive in the NMU Kremlin
As with Stalin's "new" line they agree.

Away with our class collaboration,
For Political Strikes we are bound
(But when Allied ships needed manning
No sailors 'mong these could be found.)

We still have the cut rate contracts,
We still drive the backdoor deals,
We now don the masks of "trade Unionists"
As dogs at the Master's heels.

We're now super duper, arch militants,
Tho, as usual, we'll be far from the fray
And, as usual, our members are suckers
In the Comintern game that we play.

So sally for Uncle Joe Stalin
To his Comintern voice in the land,
For the body of Europe lies prostrate
Where Freedom may yet make its stand.

—Top 'n Lift



Men In Marine Hospitals This Week

STATEN ISLAND HOSPITAL

P. GALLATLY
L. R. BURCH
W. B. MUIR
F. SARMENTO
H. V. WILSON
J. M. JOHNSON
L. G. GRAHAM
SALVATORA BIONDA
EMIL VON TESMAR
L. M. MOODY, Jr.
K. E. OLSEN
R. C. BURNS
B. B. LENOIR
L. C. KATES
BERTEL BRYDER
J. A. SPAULDING
Z. W. CULLISON
L. L. LEWIS
L. R. BORJA
RAMON BURGOS
J. S. CAMPBELL
R. A. BLAKE
E. V. FERRER
H. W. E. FREDERICKSEN
ROBERT POWELL
H. S. TUTTLE
DAVID NORDSTROM
R. GILBERT
B. CUCUTA
S. RIVERA
O. STENMO
L. MELANSON

ELLIS ISLAND HOSPITAL

D. McDONALD





QUESTION: What, in your opinion, are the qualifications of a good Ship's Delegate?



JEROME FLECK, OS—A good delegate must know the agreement because most of the crew never bothers to study them. He knows how to get all legal overtime and distribute overtime so a few men won't grab it all. A delegate should be somewhat of a diplomat and be able to smooth over disputes between officers and men. He should represent all the crew equally and not show any preference. I think its important for a delegate to keep a careful record of overtime, with a copy for each man.

CARL MILLER, MESSMAN—A good delegate is a fellow who takes an interest in going to bat for the crew. He sees to it that the crew gets what is coming to them and that all hands live up to the agreements. The delegate should also instruct the crew in the principles of unionism. I've seen some men take it easy on a trip and let the other fellows do their work. In cases like that the delegate should lower the boom and the rest of the department should back him up.



BENJAMIN RABINOWITZ, AB—The confidence of the crew is essential if the delegate is going to do a good job. If the crew knows that the delegate will go down the line for them they'll take their beefs to the delegate instead of the officers. A good delegate listens to all beefs and if the crew wants him to push a beef he does it whether he likes it or not. Sometimes a delegate needs plenty of brass with these tough mates and engineers. At other times he has to be smooth and diplomatic.

BILL BLANTON, FOW — The best delegate I ever met was an oiler who made five trips on the same ship. He knew the agreements and he wasn't afraid to crack down when someone didn't live up to them. That went for both officers and crew. If it was a good beef he got action but he didn't try to push bum beefs. For that reason the officers respected him and he could get results. We had a clean ship and a cooperative crew because the delegates knew the principles of unionism.



FORE 'n AFT

By BUNKER

Just back from a trip to Molotovsk, Russian port on the White Sea, brother Bill Hanold, Steward of the Overlakes Liberty John Gibbon, says this boom town of the far north is one hundred per cent better than Archangel or Murmansk. Which still isn't saying a hell of a lot for Molotovsk, according to brother Hanold. But the Russians here aren't quite so suspicious of Americans and do not think every Yank is a capitalist enemy of the proletariat. They even invite seamen into their homes for tea and Intourist has a recreation center which features hostesses who speak English.

With all suitable ships tied up in hauling GIs to the fighting fronts, the War Shipping brain is trying to dope out a way to haul home some 70,000 wives of American soldiers, sailors, and merchant seamen, who got themselves spliced in the British Isles, Australia and other foreign places. To complicate matters, hundreds of children have to be accommodated, too.

Among many SIU men who have retired their books and are now sailing as mates or engineers are Joe Scully and Jim Turnbull. Turnbull is now ashore studying for his chief mate's ticket; Scully for his Second's. Both were ABs on a round-the-world trip of the Mississippi Liberty Jonathan Grout and want to say "hello" to shipmates who made that voyage back in '42.

Despite newspaper comment to the contrary, WSA says there will be few intercoastal or coastwise runs started for some time to come. Atlantic and Gulf ports will be needed to handle Pacific war cargoes and all available ships will be used in freighting war supplies.

Latest of SIU men to be married abroad is Bos'n J. Williams of Boston. Three years ago Williams met "the girl" in Glasgow and got himself engaged. Since then he has made fourteen trips to the British Isles but never could get ashore long enough for a honeymoon. Last trip he made the grade, took a week off, and got married. He says it took him the whole trip home to recover from the beer he had to drink. "Those Scotch weddings are really something," says the Bos'n. "They may count their pennies up there but they don't count their beers. I drank so much they had to tap me."

Exchange Hopes Dim

WASHINGTON, June 14—Little hope is held by the State Department for release through exchange of American merchant seamen held by the Japanese, Senator Magnuson said today. He quoted a letter from Joseph C. Grew, acting Secretary of State saying that "prospects for an early exchange of nationals with the Japanese are far from encouraging. Seamen who this Government contends are rightfully entitled to civilian status, are regarded by the Japanese Government as prisoners of war," Grew said.

More Is Heard From Our Wandering Steward

By FRENCHY MICHELET

Now that we are comfortably settled in the bellyrobber's foc's'le aboard the Del Rio we find ourself with time on our hands, so we're gonna make with the words for the Log.

Paul Hall and Jimmy Hanners will be pleased to learn that the chief cook aboard this scow is their old friend of the Dynastic, Dominick Vasquez. Dominick made a hit with the boys by serving grits as often as "Shoemaker" Shuler serves red beans and rice—in other words, twice a day for the voyage.

A deep affection for old "Hungry" has prompted us to name a dish for him. We call it Shuler en Surprise. The principal ingredient, of course, is tripe.

We are en route to New York for a cargo. Then it's: Hello Paradise!—and we're South-America bound, brother. Way down there where a few milreis buy as much of heaven as they peddle anywhere on earth. Speaking of a seaman's conception of heaven—cold beer and someone else's gal—how's this for a perfect toast:



"Here's to ye absent Lords, may they long in a foreign country stay Drinking at other ladies' boards The health of other absent Lords."

Buck Newman is aboard as an AB; seems like old times again. Previous voyages with Buck have taught us the wisdom of carefully stashing away the liquid nourishment. As the bard so knowingly points out:

"If you stick a stock of liquor in your locker, It is slick to stick a lock upon your stock, Or some joker who is slicker's going to trick you of your liquor; Though you snicker you'll feel sicker from the shock."

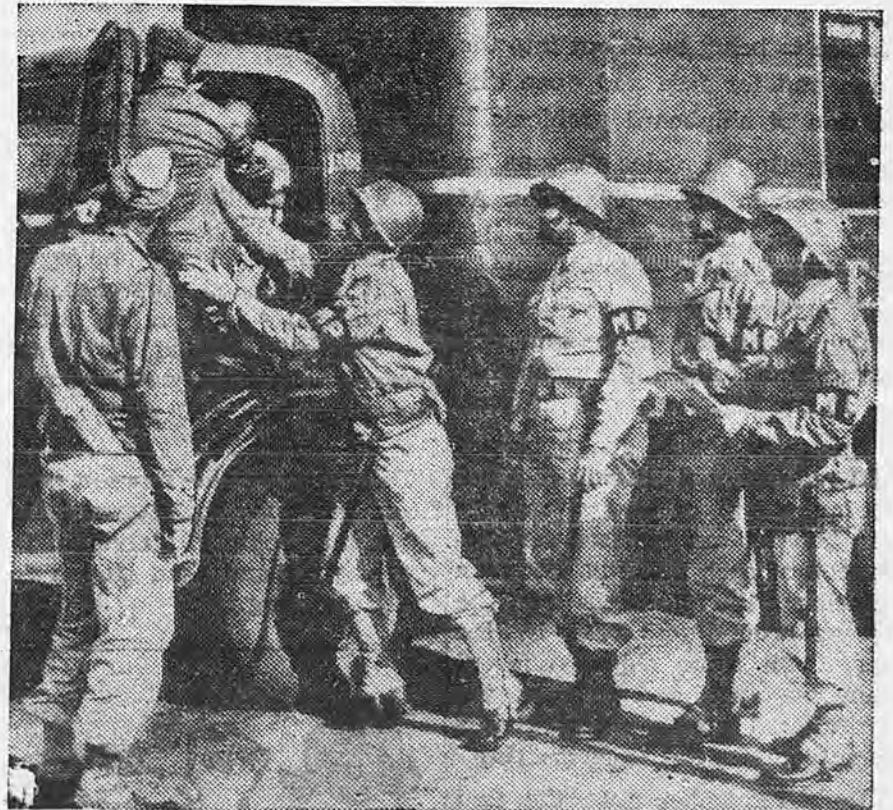
In discontinuing the column "Straight From the Galley" some time ago, we took leave of the membership with some words of wisdom culled from the very fountainhead of knowledge. The reader will perhaps recall the little dialogue between the Shepherd and the all-knowing Echo wherein the Shepherd was given a few pointers on the handling of women. We blush to confess that the sagest piece of advice of them all was inadvertently omitted. In the most classical Doric manner, then:

"Shepherd: Thanks, gentle Echo! right thy answer tell What woman is and how to guard her well. Echo: Guard her well." Remember, brother, guard her well!

A Labor Mayor

Another experiment in independent political action by labor will be watched very carefully by the trade unions, when Richard Frankenstein, Auto Worker official, runs for mayor of Detroit this fall. The two highest vote-getters in the primary will participate in the runoff in November.

THE GOVERNMENT STEPS IN



Soldiers step in to operate Chicago's trucks following government seizure of the strikebound truck lines. The strike, opposed by Pres. Daniel J. Tobin, Intl. Bro. of Teamsters (AFL), who has ordered members of his union to stay on the job, is led by Local 705, Chicago Truck Drivers Union (unaffiliated).



SHIPS' MINUTES AND NEWS

FAN MAIL FOR THE STEWARD'S DEPT.

The "good ship" M. Michael Edelstein, Smith & Johnson SS Company, has just finished a pleasant voyage of short duration.

It was made very pleasant by our union Steward Department, composed of the following men: Oliver Hodge, Chief Cook; Samuel G. Howard, 2nd Cook and Baker; Lemuel Jones, Ass't Cook; Cecil D. Wilson, Utilityman; Walter C. Grosvenor, Messman; Charles C. Thompson, Utilityman; L. W. Highsmith, Chief Steward.

These men in their very efficient way rendered excellent service, and made us all proud of the SIU Stewards Department.

We would like also to take this means of saying, Hello! to all our brothers in New York, and hope to see them real soon. Now, we are down in good old New Orleans.

LIST SAILINGS

Sure sign of peace on the western ocean is the daily register of ship arrivals and sailings now to be found again in the Journal of Commerce and other publications. Discontinued when the war started, this shipping news gives the name of the ships, dates of arrivals and departures, and ports of call for outward bounders.

We also wish to extend a vote of thanks to Chief Steward L. W. Highsmith for the capable manner in which he supervised his department.

- ROBERT WEIDEL, Deck Delegate
- SANTOS P. GARCIO, Engine Delegate
- WALTER C. GROSVENOR, Stewards Delegate

(This letter was also signed by the following crew members: William G. Rarrts; Pedro Gandia; Lamar Palmer; V. Shavroff; Emiliano Ocabso; William McMillan; Wallace J. LaNasa; Maurice R. Huffman; and Daniel A. Ahart.)

Prize Combination Commands The SS Charles M. Schwab

On behalf of the entire crew of the SS Charles M. Schwab, Calmar, we wish this letter to appear in the LOG.

The Schwab is commanded by J. P. Dunn, with Mr. Rowe as the chief mate.

The master is a mystery to everyone; no one can figure out how he got his license. He is a raving maniac when the ship is going in and out of port—positively the most nervous man I have seen in twenty years of going to sea.

He didn't know how to hold fire and boat drill, and still doesn't. If you ask him why the mate does this or that, his answer is worthy of Caesar: "I am the master of this ship."

While in Naples the crew was restricted; 70% had to stay on board at all times. No other ship in the harbor was observing this rule. Even after an Army Officer of the Military Police advised him that the rule was not enforced, he continued to keep the crew restricted.

The chief mate is a mate in no sense of the word. He lives on deck, and always has his nose in everything the Bos'n and crew do. He will go off for a while,

name when calling the roll at boat drill, except the officers—then it's Mister.

The only good thing on the ship is the Stewards Department, run by Charles Mills of Boston.

I don't think any member of this crew will ever ship on a scow where this mate or skipper is signed on. Everybody knows there are some sorry characters masquerading as ships officers, but never did we dream that the law of averages would throw a skipper and a mate like these two together on one ship.

Please advise all members to look for these two before signing on.

C. C. CORNETT, Book No. 43653

(This letter was also signed by R. L. Windham; Philip R. Cole; Francis J. Joos; Robert J. Lasso; John H. Doran; Roger J. Harth; Nels Kaartrup; Alec J. Cavicke; F. Ruicoppo; George Rousseau.)

Cassius Crew Holds Meeting

The following are the minutes of a ship's meeting held at sea aboard the SS Cassius Hudson on May 12, 1945:

Brother Stanley Ackerman was elected chairman. The first order of business was to vote upon the eligibility of trip card men to become members of the union. It was the pleasure of the meeting to admit all trip card men into the SIU. The following men were voted in:

James Sumpter, Crew Messman; Leroy Annerson, Night Cook and Baker; Richard Miller, Saloon Messman, and Leonard Schreiber, Wiper.

Among the motions passed was one to investigate the exorbitant prices charged for slops. Cigars that sell 2 for 15 cents on shore were sold on ship for 12 cents apiece. A carton of chewing gum sold for \$1.25 instead of \$1.00.

BASIL SKELOV, Recording Secretary

Shipboard Meetings Key To Democracy

Now that the war in Europe is over and many restrictions have been lifted in regard to shipping, it's time for Delegates on the ships to brush up on their oratory and call the lads together for some shipboard meetings.

Shipboard organization is the key to successful union effort and shipboard meetings afford an opportunity for democratic action. They give the membership a chance to bring beefs out into the open and for free and open discussion of shipboard problems.

A meeting provides a means for education in union principles. At a shipboard meeting the men also get experience in public speaking and parliamentary procedure, which is helpful in maintaining the kind of democratic union that we in the SIU are proud to have.

Delegates should make use of SIU educational literature, and during a trip of several months one booklet can be used for discussion at each meeting. Between meetings the booklets can be passed around and read by the crew. On some ships, different men are appointed to read the educational booklets and give a report on them at each meeting.

Let's remember that the real strength of a maritime union depends on shipboard activity. We can make shipboard meetings a key to strong organization.

"BULL" SHEPPARD, Bk. No., Gulf 203

Beefs Settled Aboard Lawson By Delegates

Another ship coming in last week with few beefs to be settled was the South Atlantic Liberty John Lawson. Engine Delegate Johnny Marciano reported that several meetings were held at sea which helped to eliminate disputes at the pay off.

Action by the crew of this vessel was largely responsible for reinstating Steward Vincent Williams after the company let him go for turning in "excessive" Steward Department overtime.

As on some other ships, the officers of the SS John Lawson did not like penalty hours and wanted the time listed otherwise, but the Delegates insisted on listing overtime as provided for in the agreement and every cent of penalty time was collected at the pay off.

Delegates on the Lawson were Leon Davis for the Steward Department, Johnny Marciano for the Engine; and Sam Napoli for the Deck gang.



and spy from behind the lifeboats, etc., to watch what's going on. He never sleeps. He calls everyone by his last

J. W. Bigwood Does Good Job

What an alert union-minded delegate can do for his shipmates was illustrated by J. W. Bigwood, Engine Delegate aboard the Marine Dragon, when she paid off in New York.

Brother Bigwood had the men in his department all lined up, and the beefs shaped up so that everything went through as though greased. In the words of the boarding Patrolman, "It was the best job I've seen in a long time. The Marine Dragon is one of the biggest ships the SIU has, and the job Brother Bigwood did was a delight to see. He was really on the ball, and had shipmates' interests taken care of."

Commendation is due not only Brother Bigwood, but the entire engine department for the cooperation that they gave to the Delegate and to each other.

SS Yaka Crew Resents Highhanded Treatment

SS Yaka, June 5, 1945

This morning at 8 A.M., on the above named vessel, a company official posted immediate restriction of the vessel by the Port Authority of New York. This restriction stated that all liberty would expire as of 8 A.M. June 5, 1945. There was absolutely no previous notice and it left many members of the crew with unfinished business that might have been attended to if the customary 12 hours notice of sailing had been posted.

We, the members of the crew, would like to know why the companies habitually find cause to break away from the agreements that they have signed with the union. Are we to be pushed around and made to feel we are prisoners to their high pressure methods? It causes discontentment among the members and there is nothing worse than sailing a ship with a disgruntled crew.

It may be only a minor incident but it should be stopped before the companies make a prac-

tice of it. A seaman deserves his rights ashore as well as others.

The night watch was allowed ashore this morning and had a chance to take care of any unfinished business. When the day workers tried to get off this evening, they were refused even the privilege of using the telephone on the dock.

There was the incident of the Bos'n. He was ordered by the Mate in charge to inspect the lines. The Customs Guard refused this and they had words. The guard started pushing the Bos'n



around and ended up by drawing his gun on a man who had never taken his hands from his pockets all during the incident.

The Bos'n refused to press charges when asked by an inspector.

Must we continue to suffer abuses of petty officials when attending to our duties?

We hope that the matter can be brought to light and further incidents of this type curbed immediately.

FRANCIS E. GUONEY, 29382
BENJAMIN TAFLEWITZ, 21015
ANGELO MEGLIO, 6035
RALPH LEWIS, 35258
JOHN NICKERSON

THE MEMBERSHIP SPEAKS



Learns Unionism Galveston NMUers Fed Up The Hard Way With Their Finky Piccards

The following letter was sent to Paul Gonsorchik, New York Dispatch, by an old friend, who is not a member of the SIU. We print the excerpts because we believe our readers will be interested in the remarks of this seaman who became pro-union the hard way—because of the rough treatment handed out by the scab outfits.

Dear Paul:

I read your article in the May 11th issue of the *Seafarers Log* and it was just about the clincher in making me decide that every seaman should and must join the SIU.

Since I saw you last I went to work for Cities Service. I hurt my leg on her and was laid up for a while, but more than that, I got my belly full of that outfit.

That is one company I would like to unionize; it's really a lousy outfit. The Isthmian line also needs it badly. The time is now at hand when we must do something, otherwise we will find ourselves in a mess similar to what we had in 1921, and again from 1929 to 1935.

The oldtimers will remember, and it might do some good if they repeated the story of conditions in those days.

I am off tankers or any other non-union ship for good; and if I can't get what I want, I will go shoreside this summer and work in the mountain resorts as a chef.

Your friend,
LOUIS REICHERT

Ft. Stanton Men Gets Crew's Gift

(The following letter was addressed to the crew of the SS Frederick Ives from our brothers in Fort Stanton Hospital acknowledging a gift of \$21.)

Dear Brothers,

We received your check today, and we wish to thank you very much for remembering us. There are three of us here and the money was equally divided.

Things are very good down here. The treatment is good and the food is fine. There is nothing to complain about; especially after having been in other hospitals, we find this place heaven.

We send our regards to all brothers, and know you will keep up your good work of sailing the ships.

We thank you again for not having forgotten.

ARCHIBALD McGUIGAN,
Book No. 22934
N. GAMANIN,
Book No. 8
REMBERT G. GOODLOE,
Book No. 28162



To the Editor:

The discontent of the NMU rank and file with the sellout policy of their leadership is clearly shown by the following incident:

A few weeks back I paid off a ship in Galveston. One night, on my way back to the ship, I happened to walk by the USS. Having a few minutes to spare, I decided to take advantage of the

Orchids to Ray

To the Editor:

The object of this letter is to express our sincere thanks and gratitude for the treatment shown us by Brother Bud Ray, the Puerto Rico Agent.

We are being detained for a short while on the island in durance vile, and Brother Ray has not forgotten us while we are out of circulation. We have been getting the *Log*, which keeps us up to date as to what is happening in the SIU, and in addition he has been sending us cigarettes, tobacco and candy, which are very scarce to begin with on the island.

Neither of us knows Brother Ray personally, so whatever he has been doing for us comes from his spirit as a union brother. We shall never forget Brother Ray, or the SIU which he personifies.

EDUARDO CASTRO,
Book 27881
JUAN PUIG RIVERA,
Book 2846

"good service for the men in dungarees."

One of those familiar benevolent ladies who are making untold sacrifices to help the morale of the merchant seamen invited me to sit down, as there was going to be a meeting. I felt out of place, but my curiosity prompted me to stay.

A chairman was elected and the minutes of the previous meeting was read. There were some reports and discussion on all the "wonderful things" they were going to do for us. Then the floor was turned over for discussion.

Without any hesitation, a young seaman arose and asked, "What can we do to have the union officials, who are sitting around and doing nothing, come down to the ships and settle beefs."

You could see the embarrassment on the poor old lady's face. But she turned to the chairman, who was hesitating, and asked him if he wanted to answer the question. (The chairman was an NMU man, and from the previous discussion he seemed to be the contact man between the NMU and the USS.)

The chairman, who as an NMU-er should have been proficient at answering this kind of question, told the seaman that he was a new Agent in Galveston, and that he wasn't quite organized, but he would personally talk to Dushene (NMU piccard), and see what could be done about it.

After this, the meeting adjourned, no doubt to avoid still more

Thanks Crew

Recently received was this letter from a woman in England, voicing appreciation for help extended her by the merchant crew and gun crew of the SS Arthur R. Lewis. Says this grateful English woman:

"I am writing this to you which I hope you will accept. I wish to thank you for your kindness and sympathy, also for the fifteen pounds sent to me by officers and crew and gun crew of the SS Arthur Lewis, so I express my thanks to one and all. I thank each of you for your kindness to me and my children. Please write.

MRS. A. EDWARDS,
47 Bergland St. Woden St
Ordsall Lane 5, Alford 5
England

embarrassing questions.

I went over to the young fellow, and asked what union he belonged to. Naturally, it was the NMU. I explained to him how on SIU ships the patrolman comes aboard and settles practically all the beefs at the point of production, before the payoff.

He told me that he had heard that the SIU was a better union and was sorry that he had joined the NMU outfit.

This is another indication that the NMU rank and file is beginning to smell the Curran-Smith sellout leadership, and recognizes that the SIU is a militant organization. The number of union militants who are changing their books over to the SIU proves this.

E. PANICALI, Oiler

Suggests Food Commission

Having been on a number of ships on which beefs about insufficient stores and short feeding caused bad feeling during the trip, it seems to me that the use of ship's food committees would eliminate much of this trouble.

By cooperating with the steward from the time of signing on until arrival back home, this committee, composed preferably of the 3 Ships' Delegates, could prevent misunderstandings between the Steward and the crew.

Smart Stewards often invite one or more of the Delegates to inspect the ice box, dry stores, and requisitions before the ship leaves port. In this way the Steward can protect himself and, if stores seem insufficient, action can be taken by the crew before it is too late.

A good food committee can take other important action for the general welfare of the crew. It can bear down on the night lunch sea gulls who camp at the ice box and have it cleaned out before the 8-12 even goes below.

The food committee can also enforce mess room cleanliness by educating the "don't-give-a-damn" sailors who clutter up the table with bread crusts, dirty knives, and jam jars, and who are too lazy to wish out their cups at coffee time.

Here's a chance for beneficial union action of the kind that helps to eliminate beefs by taking advantage of the old axiom that "an ounce of prevention is worth a pound of cure."

JOHN BUNKER,
No. 27195

Collects Dough

I was on the SS Daniel Huber, Mississippi SS Co., and paid off in New York last November. At the time of payoff, we had a small beef regarding linen and in the excitement of getting off the scow, I forgot all about it.

But it appears that, although I did forget it, the New York officials didn't; for it just happened that yesterday, while on the 5th deck, I happened to be glancing over the disputed dough collected for the membership and whose name do I see, but my own. I have several bucks coming to me and, no fooling, it is really going to come in handy.

I think it's a damn good thing and a damn good system to take care of your affairs in this manner. It makes me feel damn good to think that we Seafarers members have our affairs handled in this manner. One more good reason for being a Seafarers member.

HUGH E. LEE,
Book No. 22897

ORGANIZING THE UNORGANIZED



There is no scarcity of rank and file SIU men who are anxious to give a hand in the organizing drive. Here is a group of good union men receiving last minute instructions from Organizer Whitey Lykke before boarding some of the open shop freighters and tankers.

HAWK EXPLAINS THE BONUS CUT

(Continued from Page 1)

ardless of what the signatories of the "Statement of Principles" advise or recommend, particularly seamen's union representatives, the Maritime War Emergency Board made their decision on the Seamen's War Bonus exactly in line with the board's proposals.

Their recent decision, which becomes effective July 15, 1945, tops all the phoney decisions that they have ever made.

Paul Hall had a graph made up showing the bonus that is to be paid in each area as per the new decision. There are enough copies of this graph and the decision so that each member may have a copy in order that every member may know what the score is so that you can discuss this matter.

Now that they have reduced the seamen's take home wage in the Atlantic Ocean, North and South lower than it was before we entered the war, in spite of the increased cost of living since that time and the seamen have no recourse to obtain increases in the basic wages because of the National War Labor Board's hold the line policy. The Maritime War Emergency Board apparently is satisfied for they announced in this decision that they would not reduce the war bonuses in the Atlantic Ocean any lower for the duration of the war.

STEWARDS MANNING BEEF

In the early part of 1943, the War Shipping Administration started converting C type vessels to carry troops. The union placed demands upon the ship operators to pay the Steward's Department wages that apply to a Class B Passenger ship scale and to also increase the manning scales. After several months of arguing on this matter, we couldn't get anywhere and our members were losing money by continuing to sail these ships under freight ship wage scales and without the proper ratings aboard the ships. So the membership of the Union went on record to sign the supplement Steward's agreement which provided a much larger manning scale and much higher wages for rated men. This agreement was signed on November 3, 1943. We also went on record to tackle this problem again when we open the wage scales in all the agreements for wage increases.

In the meantime, the Marine Cooks and Stewards of the Pacific and the NMU continued to sail the troop ships for the freight ship scale of wages until July 1944. At that time, the Marine Cooks and Stewards of the Pacific got a War Labor Board Decision increasing their wages for C Type troop ships. They did not get the class B passenger ship scale but got what was called an intermediate scale of wages. This did give them a higher scale of wages than we had in our supplement agreement for about 8 ratings carried in the Steward's Department on troop ships.

The NMU, in spite of blasting the SIU Supplement Agreement, continued to benefit the ship operators by sailing their ships for the freight ship scale of wages until October, 1944. Then, instead of going into the War Labor Board and demanding at

least the same scale of wages that the Marine Cooks and Stewards of the Pacific Coast got from the War Labor Board, the NMU officials signed a Supplement Steward's Department agreement that provided a similar wage scale to the SIU Supplement Agreement for troop ships. Consequently, they not only lost money for their members by waiting so long to sign a supplement agreement, but they deprived their own members of more money by not putting their case in as a dispute case before the War Labor Board.

When we opened the wage scales in all our agreements we also put this matter before the War Labor Board last year. The Panel has just acted on the case and made no decision but referred it back to the union and the operators for negotiations.

We opened up negotiations on this matter along with the question of manning scales and wages for these newly converted troop carrier Liberty and Victory ships.

The operators refused to negotiate on wages and wanted to apply the scale of wages in our Supplement Agreement for the C Type troop ships. We are demanding the same scale of wages that the War Labor Board gave the Marine Cooks and Stewards of the Pacific for troop ships because our men are doing exactly the same type work on exactly the same type of ship that are carrying troops.

We have informed the crews on these Liberty and Victory type converted ships of our action and they have refused to sign on until this matter is straightened out.

The War Shipping Administration and other government agencies in Washington, D. C. are putting the pressure on the union to club the men into signing on and sail the ships then work the problem out afterwards. Several ships have been delayed so far.

My position is that the War Shipping Administration can order their General Agents, the operators, to pay the same scale of wages on these ships that the War Labor Board ordered paid on troop ships or else get us an immediate hearing from the War Labor Board and make the decision retroactive to signing articles. They even refuse to do that. Instead the WSA ordered the operators to pay the wages in our supplement agreement and if the crews won't sign on, order them off the ships.

I think that if we can get this case into the War Labor Board immediately with the assurance that their decision will be made retroactive to the signing on date of these ships, that we should go along and man these ships to the best of our ability.

On the other hand, if they don't want to go that far I personally would not encourage our members to take these jobs. I have sent a wire into the War Labor Board requesting that they order a rehearing on the case immediately.

The War Labor Board is holding a hearing at Washington, D. C., July 10, 1945 on the issues in dispute regarding the Calmar & Ore Steamship Corporation Agreement.

LABOR SPOTLIGHT

For the third time in five days the 20,000 striking rubber workers in Akron, Ohio, voted to continue their strike against the Goodyear Rubber Company.

C. V. Wheeler, president of the striking local, said he gave a full report to the membership of the "show-cause" hearing before the WLB, and that he read an appeal by the Governor of the State urging the men to return to work. Wheeler added that the local voted unanimously to continue the strike, which began on June 9th.

The CIO and the AFL in Detroit have accepted conditionally a peace formula and averted the immediate danger of a widespread walkout over a reconversion work dispute.

The jurisdictional battle centers around which union will supply the men to handle the reconversion work in the Packard, Budd Wheel and Chrysler plants. In all some 29,000 men are directly involved. However, if a formula for agreement is not reached the entire automotive and aeronautical industries will be affected.

Two men were injured in Elkhart, Indiana, as "loyal workers" drove through a picketline in front of the North Indiana Brass Company.

The Shipbuilding Commission has ruled in favor of Andrew J. Higgins, president of Higgins Industries, makers of landing craft, when he suddenly terminated his contract with the New Orleans Metal Trades Council (AFL). The unions claim that the contract had until September 13 of this year to run.

The company is plugging for a new election, asking for proof that the unions really represent the men. However, as the unions pointed out, no other unions are claiming representation in the yard, and it looks like the old fashioned runaround.

The strike of the truck drivers in Chicago—independent as well as AFL—seems to have been effectively broken by the Office of Defense Transportation.

The executive board of the Independent Truck Drivers Union, on a split vote, urged their men to return to work. The union officials said that they had been placed in a "straitjacket" by the War Labor Disputes Act, which prevented them from any speech or action which might be construed as encouraging the men to stay away from their jobs.

The officials added that the 6,000 independent drivers will receive an increase of \$4.08 a week in pay, retroactive to January 1st. In addition, overtime benefits, retroactive to March 7th, were promised.

Ellis T. Longenecker, of the ODT, who has been trying to get the strikers picked up by their draft boards, announced that he would retain control of the truck lines until he is sure that he is no longer needed.

Rumor is that Jack Lawrenson, NMU commissar on the Great Lakes, is now ex-commissar on the Great Lakes. However, Lawrenson is still a picard in New York and will continue to be one, unless the comrades decide to sacrifice him, among some others, when the NMU line officially changes. That, of course, will have to wait briefly until the NMU holds its convention on July 2nd, so it can be legal.

Although the communist party convention won't be held until the end of July, the resolution recommended by their national board will be passed, and Earl Browder, and some of those who supported his policy, will probably be made the sacrificial lambs. Maybe Curran, too. Good-bye porkchops!

Although there is some confusion in the ranks of the communist trade unionists as to what the policy will be, with some of the comrades opposing each other on the union floors, the line is slowly beginning to turn. Here is a sign of the times: At the regional conference in Detroit, of the Auto Workers Union, a conditional revocation of the no-strike pledge was demanded. The resolution was not opposed by the communists.

WITH THE SIU IN CANADA



Gains Won In Ferry Agreement

By HUGH MURPHY

VANCOUVER, B. C.—Agreement was reached between the North Vancouver City Council and Representatives of the SIU of North America, governing wage, overtime and working conditions covering the unlicensed personnel in deck and engine-room departments on the North Vancouver City Ferries.

The crews on these Ferries had been working under agreement signed by the IBU (now CSU) since April 10th, 1942. This agreement was unsatisfactory to the men at the time, which, of course, meant nothing to the officials of the CSU who were hungry to get an agreement, any kind of an agreement, and incidently was the only one they had until they signed another phoney with a tow boat Company recently, and which is now the only agreement they have. On December 1st, 1944, the crews on these Ferries, disgusted with their conditions, and the fact that they could get no representation from their so-called union in disputes arising from time to time, finally made a move to better their conditions and joined the SIU 100%.

Our first job was to break the phoney existing agreement which was signed for the duration of

the War and six months after, then proceed with the regular requirements of the law governing the War-time Labor Relations Board to establish ourselves as the official bargaining agents. After that negotiations for an agreement were commenced, during which time the CSU was busily blasting these men through the columns of their paper, calling them "Book Carriers," "Pike Pole" seamen and what have you.

In our association with these men it was quite readily understood why such a condition existed between them, and the CSU, while they belonged to that so-called seamen's union. What is hard to understand is why they ever remained in it as long as they did. The condition was that you had a forward and progressive group of men who realized their conditions were substandard, and knew exactly what they wanted, and how to proceed in getting what they wanted, handicapped by an organization that knows nothing of negotiating agreements, or the affairs of seamen, nor even interested. A setup which would not allow the men to give expression to their ideas, it was inevitable that these men eventually came into the SIU where they rightfully belong, and where all members in-

dividually and collectively are free to express their ideas and opinions. The men on the Ferries are more than pleased with the change they have made both in their union and their conditions on the job.

All credit goes to them for their interest, and successful conclusion of their negotiations which gained for them \$20.00 and \$22.50 increase in their monthly wage, deck and engine room respectively; increases in their overtime rates from seventy-five cents per hour to ninety-four cents and ninety-six cents per hour, deck and engine room respectively; as well as yearly holidays with pay (fourteen days), twelve days per year sick leave, and seven days per year in lieu of statutory holidays, as well as a recognized six hour day on split shifts, and other conditions.

A Grievance Committee was also established whereby conditions can be improved from month to month. A good job, well done, these men are satisfied and proud of their membership in the SIU, an organization where they are free to give expression to their ideas and have shown that they are more than capable of carrying them out.



Shipowners Attempt Bums Rush In Steward Dept. Manning Beef

By J. P. SHULER

NEW YORK—The port of New York has seen quite a bit of activity the past week in the crewing up of ships that are to carry troops being returned from the European theatre of war.

The shipowners, thinking that they had the union in a pinch, yelled emergency and pulled their old patriotic cry of "Keep them sailing for the sake of the Army." Their patriotism, however, does not reach the point where they are willing to properly man the ships and pay adequate wages. Backed by the WSA, they attempted to sign on ships with the manning and wage scale that suited the companies. The SIU membership recognized the BUM'S rush and refused to take the jobs until something was done to assure them of protection from these war profiteers.

After the shipowners realized that the membership of the SIU would not be stampeded into accepting some sweetheart agreement, a meeting was arranged by the shipowners and the WSA with the Union for an agreement of the manning and wage scale. After a lot of finagling, the WSA and the shipowners agreed to a rider on the Articles which stated "Any adjustment in these cases now before the NWLB shall be retroactive to the first employment on this vessel on this voyage." So all men signing on Libertys or Victories that are converted into troop carriers, be sure that this rider is attached to the articles before they are signed.

A patrolman of the NMU has settled a beef, and I quote the

Congressional Medal of Honor.

Among the SIU ships paid off in the port of New York in the last week were the SS George Washington of Alcoa Steamship, the Mennon of Mississippi Shipping Company, Oliver Loving of the Alcoa Steamship. All of these ships were paid off Saturday P.M., each covered by three Patrolman, all beefs were squared away at payoff. The SS Loving was held up for five hours until the beefs could be squared to the crew's satisfaction before signing off.

In an attempt to hold their pie, the WSA is sponsoring a program to "reeducate" seamen that have been going through the process of being educated by this same set-up for the last three years. No one realizes better the farce of this "education system" than the boys that have been through Sheepshead Bay and other so-

Holiday Changes Next Meeting Night

Since next Wednesday falls on the 4th of July, the regular union meetings in all ports will be held on the following evening, July 5th. The New York meetings continue to be held at Webster Hall, 119 East 11th Street.

called training stations. Most of these men are willing to admit that they have learned more in their first week at sea than they did throughout their three months training period with the WSA. It is recommended by the membership of the SIU that these parasites be put on a straight pension where they will no longer have to hold up ships by "re-training" men for duties that they have performed long before most of these so-called "educators" knew a mast-pole from a propeller.

This week ends with no unsettled beefs on ships paying-off in the port of New York.

Election Scheduled Next Week; Victory Is Seen As Assured

By KEITH (JIM) ALSOP

NORFOLK—We have an election on the Ferries coming up next week. This will bring about eighty men under the banner of the Seafarers. We are also pushing the drive on Isthmian. Every member should go all out in this drive.

Shipping is booming in Norfolk and no men on the beach. You can come to Norfolk and pick your job, ship and company. We have been shipping Wipers as Fireman and Oilers, also OS as acting ABs. We expect plenty of shipping the next two weeks, so come on down and help us keep the old rust buckets sailing.

We have had to call Baldy Starling in Baltimore for a number of men. In case you don't know who Baldy is, I will explain. He is the Baltimore Patrolman who has settled so many beefs with Capt. Perkins of Waterman that his hair has almost come out.

I paid off four ships last week. There were no beefs left pending. It seems like our biggest headache is the wages and manning scale on the converted troop ships. Hawk is working on that now and in the near future maybe we will have something definite to work on. We had to stay pretty much on the ball the last two weeks as the Draft Board requested two of our regular patrolmen to make a trip. We had to replace them with green men until we could obtain experienced men.

Organizing Drive Going Into High

By WHITEY LYKKE

We are just getting the ball started in the organizing field. Organizing, as any of the brothers who have done it know, is a slow and hard process. You don't just jump on some unorganized company and get a contract over night. It takes a lot of slow patient work on the part of the organizers, and the part of the rank and file helping them.

I merely point this out so the membership will know that we are now underway and making good solid progress.

Just as we know that the open shop lines will fight us, so we know that the NMU will run true to form and attempt to sabotage real organization of the seamen. They will attempt to stall any election we may call for, and attempt to cause dissension among the crews so as to discredit organized labor. They know that their agreements, conditions and past history make them the laughing stock of all seamen, when compared with the SIU.

So, to keep the unorganized men from learning what conditions the SIU can give them, they help the company keep the seamen "in place," that is where they can be kicked around without the protection of a militant union. But all this backstabbing will not give the NMU control of these men.

90 percent of the crew members realize the difference between the NMU's political scheming and the SIU's militant trade unionism. They have already expressed their opinion by signing our pledge cards stating that they want the SIU to represent them. Our job now is to tell the new crews within the company about the conditions that only our union can give them. The only way we can do that is to get on their ships and plug for our union.

Rumor P&O May Resume Shipping

By D. L. PARKER

TAMPA—Shipping has picked up in Tampa this past week. We crewed up two ships—one Alcoa and one Waterman. I called upon Brother Thompson in Savannah and Brother Morris in Jacksonville for men for one crew, as we are kind of shorthanded here.

Brother Sailor Hall went Se-rang on the Waterman, and he had a very good crew with him, all oldtimers. I ran into some difficulty on this Waterman. It seems that the port captain, Joe Wheeler hasn't gotten over his chiseling habit of old.

He disputed everything that was legitimate overtime; but after a call to the Secretary-Treasurer in New York, and some heat in the right place, Chiseling Joe relented and paid up in full. This bird has been a thorn in our side ever since I have been here. However, when the right pressure is put on, he comes across.

We are expecting another Waterman and another Alcoa this week, and believe that we will get two or three more in the near future. So it seems that we will get on the shipping map again, and I will sure appreciate going aboard ships again and getting the boys their due.

We haven't seen the Brandywine in some time. Has anybody heard of her? That old tub was so much of a pain that I miss her. Quite a few of the boys keep asking about her.

Brother Joe Pagola is riding herd on the Northern Wanderer, so I am sure that the crew will be well fed on that ship.

From what I can understand the Peninsular and Occidental SS Co. will have a number of ships



out of Port Everglades and Tampa. So far, this is just a rumor, but I believe that part of it is true. So all you P&O stiffs watch this Tampa column for more information.

NO NEWS??

Nine port Agents failed to send in news to the LOG this week. In accordance with the vote of the membership, we shall each week print the names of the delinquents. Following are the silent ports:

- BOSTON
- PHILADELPHIA
- CHARLESTON
- SAVANNAH
- JACKSONVILLE
- MOBILE
- SAN JUAN
- GALVESTON
- HOUSTON

Strike Fund Will Justify Itself

By WILLIAM MCKAY

BALTIMORE—Shipping is still going full blast, and looks as though it will continue that way for some time to come.

The rust bucket Alcoa Scout came in last week. We understand that she is so rotten that even the Russian government refused to buy her. I went down to her with the inspectors and had a few things changed on her.

The inspectors said it was the cleanest ship they had seen for a long time, which says a lot for the crew. However, fellows, don't sign on these rust buckets until you have contacted your union hall.

Some guys will never learn. One guy wrecked the ice box on the SS Stevenson Taylor because longshoremen had eaten all the

lunch. We worked on the old man and talked him out of calling the Coast Guard, but the seaman had to pay the damages, of course. He was a pro book member, the kind that likes to get the Steward up out of his bunk at 3 A.M.

Coming events will justify the strike fund — a vital weapon to combat the unfair employer who want to continue making the large profits at the expense of the working seamen. It takes more than a strong union feeling and guts to wage a strike. Also needed are funds to take care of the men and their families during the time they are on the beach.

In the past the seaman stood on his own two feet and slugged it out with the operator and the



finks. This time we shall be prepared, so there won't be any empty bellies on the picketline, and no can shaking.

The strike fund will be the big factor in helping us maintain our independence as a free labor union; and the big silver club that will defend us against the shipowners' attacks.



June 8th issue of the Pilot to prove it, "For action beyond the call of duty, we commend patrolman William Larkin to the membership and officials of our union says the crew of the SS Horace H. Harvey. Late Saturday he remained aboard ship to see that every thing was done in a Union manner," end of quote. We are the first to admit that settling a beef at any time or place is beyond the call of duty of any representative of the NMU. We recommend that the NMU go through the regular method of can shaking to send a delegation to Washington to see if patrolman Larkin is not in line for the

Labor Fights Anti-Labor Law

(Continued from Page 1)
 an agreement; "inducing or coercing" non-members to join a union under threat of discrimination; "interrupting" or "delaying" work to force adjustment of grievances, and a host of other such conditions.

7. It would authorize suits for damages against unions and their workers.

8. It would permit the outlawing of any union which violated provisions of that law.

9. It would open the way to levy of heavy fines and imposition of jail terms for unionists who defy injunctions or other court orders obtained under the law's procedures.

10. It would deprive millions of workers in small firms—those with 20 or less employees — from rights now guaranteed by the Wagner Act.

The bill contains a myriad of other restrictions, besides setting up a new "super" board and a network of lesser boards that

would fulfill the wildest dreams of case-hardened "bureaucrats."

All labor organizations united against the measure in an impressive show of unity.

President William Green of the AFL denounced the proposal as a "straitjacket for labor" and "anti-democratic." He said it would transform the Wagner Act into "an instrument of labor oppression," and establish rigid "government regimentation."

President Philip Murray of the CIO characterized it bluntly as a "bill to enslave labor" and added that it was a "bald-faced attempt to destroy unions and nullify the basic constitutional rights of workers which only after long years of struggle finally have been recognized."

President John L. Lewis of the United Mine Workers called it a "ripper bill which would decapitate and rape the Wagner Act, the Norris-La Guardia anti-injunction act and regiment Ameri-

can workers through the medium of compulsory arbitration."

Sponsors of the bill claimed that it was patterned after the Railway Labor Act, but leaders of the Railroad Brotherhoods riddled that claim. A few sections of the bill borrowed language from the Railway Labor Act, but added to that was a mass of restrictions and manacles for labor that are nowhere to be found in railway labor legislation, the Brotherhood chieftains declared.

Senatorial backers of the measure claimed it would establish industrial peace after the war—but if so, that would be accomplished by enslaving workers on the totalitarian pattern, labor spokesmen said.

The bill was referred to Senate Education and Labor Committee for hearings, but in view of the united labor opposition, it was generally agreed that the proposition would have hard sledding in Congress.

LABOR REJECTS THEM



The so-called "industrial peace" bill sponsored in the Senate by these three men would straitjacket labor, nullify its hard-won gains and destroy unions, all branches of organized labor warn. L. to r.: Sen. Harold H. Burton (R., O.); Sen. Carl A. Hatch (D., N.M.) and Sen. Joseph A. Ball (R., Minn.). (Harris & Ewing photo via Federated Pictures)

Rank & File Trend Toward SIU Is Seen

By E. S. HIGDON

NEW ORLEANS—Busy is the word for New Orleans shipping this week. Three ships — Montawk Point, Alexander Stevens and Egglestein—paid off on the same day, and kept the picards running around in this summer sunshine, settling beefs. And then all these ships signed on, keeping the Dispatcher going, getting men to fill the berths on board.

The SS James Miller paid off, too, and there was a hell of a beef. It seems that the skipper in his gold braided hat and a finky chief engineer did not particularly care for the way the meat peeled off the ox-tail that was fixed for dinner. So the skipper, in true old time form, ups and fires the whole crew. The company did not want to pay the 30 days wages coming to the men if they were fired, and the skipper insisted on another crew. The union went to bat and — yeah, that's right—the union won. The men signed on again, and the skipper and chief engineer will have to eat what they get and like it.

Three ex-NMU members came in this week beefing all over the place and asking to be taken into the SIU. The three seamen were David L. Supplee, William E. Blue and Bryan Swaim. "The NMU is not doing what it promises", they said.

Swaim wrote in his application for admission to the brotherhood of the sea, "I hereby ask the SIU for the privilege of turning in my NMU book and joining the SIU because the NMU promises to go to bat for money you rightfully have coming to you. They just promise and that's the end. Aboard the SS Andrew Briscoe every man had transportation money back to New Orleans from

Jacksonville, Fla., and a day's pay plus some overtime coming. None of us got it."

Blue said: "None of the men really like the NMU." Supplee stated, "The NMU makes you take a ship out whether you like it or not and throws the draft board in your face, saying they will make you go into the army if you do not take the ship assigned."

So it's "So-long, NMU—and up with the honor flag for better working conditions and wages and brothers on shore who will go to bat for guys treated dirty at sea."

Wednesday night, the agent gave a little fatherly advice to the membership, telling them that when they were signed on for a job to take their gear with them and be ready to go to work as soon as they set foot on board.

He cited the case of the Alexander Stevens. An oiler was sent down to the ship and since he did not have his clothes with him refused to turn to oiling winches when the chief engineer told him to. So the ship was left without an oiler for the night. All this is against port rules and the men were advised that if for any reason they did not like the jobs they were sent on, they should call the hall immediately, in order that someone else could be sent on the job.

Besides all the beefs and pay-offs—the branch itself is getting things straightened up—we have just bought a '40 Buick Roadmaster for union business; taxes for the last six months of 1945 have been paid on the building; orders are in for fans, a loudspeaker and folding chairs. Branch finances have been checked and double checked for errors.

USS Is Worried Over Its Nice Red Apple

By RAY WHITE

NORFOLK—Well, it looks as if the phoney bigwigs of the USS are beginning to worry. This port is no longer a lend-lease port and lots of the shipping is shifting to the West Coast. We find these people wondering what is going to happen to the Big Red Apple that they have been eating since the war.

Naturally, they would like to function after the war, trying to keep the seamen classed as people who are unable to attend to their own business and have to be dependent on some social set up to get along. The seamen are independent and have clearly distinguished themselves in this war and they resent very much being classed as bums by the USS.

The USS was supposed to be set up to help seamen and not discriminate against any union. But we find that this policy has not been adhered to in this port. They are almost an open recruiting organization for the NMU. It is a proven fact that when non-union men go to the USS for ration tickets and happen to mention joining a union they are promptly told not to join the SIU but to join the NMU. There is also open resentment toward SIU men who are compelled to go there to obtain ration stamps for shoes and food.

Of course, the seamen are wise to the move of the commies and refuse to be intimidated by any social organization set up by them. These people have no knowledge whatsoever about seamen or what will benefit them or their needs. There is no place in post-war shipping where USS is wanted, or needed, so before they are completely exposed, why don't they close their doors.

Food Cost Rise Hits Low Income Families

CRIPPLING OPA



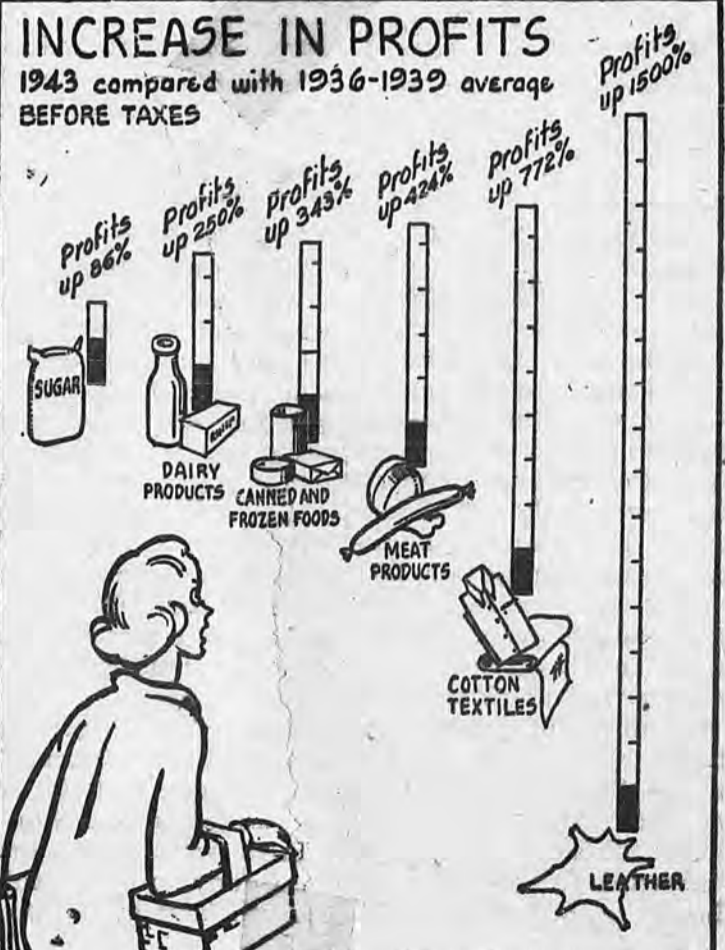
Pres. Truman asked the House to reject the amendment creating a cost-plus formula for farm products which the Senate approved when it extended the life of OPA. The inflationary amendment was authored by Sen. Kenneth S. Wherry (R. Neb.), above.

WASHINGTON (LPA) — The sharp rise in food costs during the year has had an alarming effect on families with incomes under \$1000 a year, resulting in their either going into debt in order to subsist, or in their having diets that will impair their health.

This is the conclusion reached by the Department of Labor, in a study by the Bureau of Labor Statistics that has just been made public.

While "It appears that most Americans in cities were eating much better in the fall of 1944 than might be expected under war-time conditions," the study asserts, "the diet of the low-income groups though improved, was barely adequate, if that, and it was obtained at a relatively high cost."

In the fall of 1944, the government study shows, families with incomes below \$1000 a year spent 71% of their weekly income for food.



ATLANTIC AND GULF SHIPPING FOR JANUARY 15 TO JUNE 6

	Deck	Engine	Steward	Total
SHIPPED	8721	7226	7690	23637
REGISTERED	8442	7119	6312	21873



—Unclaimed Wages—
Mississippi Steamship Company

Table listing names and wages. Includes sections for 'R', 'MONEY DUE', 'PERSONALS', and 'SIU HALLS'. Names include Reynolds, Robbins, Roach, Roth, Rucker, etc. Wages are listed in dollars and cents.

ISTHMIAN MEN!

Compare

THESE SIU CONDITIONS WITH ALL OTHERS ON THE WATERFRONT!

DECK

OVERTIME FOR HANDLING STORES

Section 13. No mate shall relieve the helmsman except in an emergency. Soogeing, chipping, painting, etc., shall not be considered an emergency.

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

OVERTIME FOR PAINTING

Section 39. Overtime shall be paid when sailors are required either in port or at sea to chip, scale, prime or paint galley, saloon, living quarters, forecastles, lavatories and washrooms, which are not used by the Deck Department. This shall also apply to all enclosed passageways with doors or bulkheads at both ends.

OVERTIME FOR SPRAY GUNS

Section 36. When members of the crew are required to use 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.

OVERTIME FOR REMOVING HATCHES

Section 10. When the sailors are used to remove hatches and strong backs for the purpose of loading or unloading cargo, or to cover up hatches when cargo is in the vessel, they shall receive overtime as per section 34 of the general rules of this agreement.

OVERTIME FOR CARPENTRY

Section 22. When members of the Deck Department are required to do carpenter work, they shall be paid at the rate of ninety cents (90c) for watch on deck and One Dollar and Thirty-five Cents (\$1.35) per hour for watch below. On vessels where no carpenter is carried, only boatswain shall handle ground tackle.

\$1. FOR HANDLING LINES

Section 23. 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 of handling lines is available and sailors are put on the dock to catch the lines, or to let them go, the sailors actually going on the dock are to receive \$1.00 apiece in each case. This is to be in addition to overtime, if they are working on overtime at that particular moment.

OVERTIME FOR DUMPING GARBAGE

Section 38. When members of the Deck Department are required to handle or dump garbage they shall be paid at the regular overtime rate.

OVERTIME FOR TYING UP, ETC.

Section 24. The watch on deck as well as the watch below shall receive overtime for tying up and letting go after 5 P.M. and before 8 A.M., and on Saturday afternoons, Sundays and holidays.

ENGINE ROOM

TWO HOURS FOR SANITARY WORK

Section 13. One wiper shall be assigned to cleaning quarters of unlicensed personnel of engine department daily. Two (2) hours will be allowed for completion of this work. Wipers shall not be required to paint crews' quarters.

OVERTIME WHERE 8-12 RELIEVES FOR SUPPER

Section 17. At sea the four to eight watch shall relieve itself for supper.

OVERTIME FOR REPAIR WORK

Section 19. The deck engineer shall not be required to do any repairing or cleaning in the Engine Room or fire room without the payment of overtime.

OILERS DO NO CLEANING

Section 18. Oilers shall do no cleaning or station work but they shall be required to leave safe working conditions for their reliefs, keeping the spaces around main engine clean of any excess oil.

WATERTENDERS' DUTIES

Section 7. Water tenders shall perform routine duties, tend water and boiler auxiliaries, oil temperatures, stack draft and supervise firing. He shall handle any valves in connection with the operation of the boilers as directed by the engineers.

NOTE—This section also applies to FWT

FIREMEN'S DUTIES

Section 10. Firemen shall be required to do routine duties of the watch such as keep burners clean, clean strainers, drip pans, punch carbon. He shall not be required to leave the confines of the fireroom at any time to do any work outside of the fireroom.

Section 22. Firemen shall not be required to shine brass bright work or floor plates at any time.

WIPERS' OVERTIME

Section 20. The wiper may assist in doing repair work to the extent of moving heavy parts, etc., but no actual repair work shall be done by the wiper without the payment of overtime.

OVERTIME FOR CLEANING

NOTE—Overtime shall be paid to any rating which cleans boiler bilges, any type oil tanks, etc.

STEWARD'S DEPT.

OVERTIME FOR PAINTING

Section 16. Members of the Steward Department shall not be required to chip, soogie scrape or paint, but when any member is required to scrape, soogie or paint, the regular overtime rate shall be paid to members actually engaged in doing the work.

OVERTIME FOR CLEANING BOXES

Section 3. Overtime shall be paid to all members of the Stewards Department actually engaged in cleaning meat and chill boxes and store rooms. Two cooks shall be assigned to clean the ice and chill box and shall be allowed three hours overtime for the job.

OVERTIME FOR LATE MEALS

Section 7. When members of the Stewards Department are required to serve late meals, due to the failure of officers to eat within the prescribed time, the members of the Stewards Department preparing and serving the meals shall be given one (1) hour overtime.

OVERTIME FOR GALLEY RANGE

Section 12. On vessels which still have coal burning stoves the man who starts the fires in the morning shall be given one half hour's overtime each day.

OVERTIME FOR FREEZING ICE CREAM

Section 14. When 2nd Cook is required to freeze ice cream he shall be paid one hour overtime or ice cream bricks shall be bought by the Company.

OVERTIME AFTER REGULAR HOURS

Section 5. Any work performed by any member of the Steward's Department other than the regular routine work as defined in this agreement shall be paid for at the regular overtime rate. This clause is added due to the fact that the Steward's Department has a required amount of routine duty to do within their eight hours and to prevent the head of the Department from requiring men to do odd jobs such as handling linen cleaning extra state rooms etc., during their regular working hours and then expecting the men to perform their regular routine work as laid out by the ship within their prescribed eight hours work.

OVERTIME FOR SERVING THE SICK

Section 13. When any member of the Steward Department is required to serve members of the crew who are sick and in hospital, he shall receive one hour overtime for each such serving regardless of number of men served.

OVERTIME FOR STORES

Section 1. Members of the Stewards Department shall not be required to carry any stores or linen to or from the dock, but when stores or linen are delivered as near as possible to store room doors, meat or chill box doors, they shall place same in their respective places and overtime shall be paid for such work to all men required to put in more than eight (8) hours work that day.

SEAFARERS INTERNATIONAL UNION