

# SEAFARERS LOG



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

Vol. VIII.

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No. 44

## Deck Officers' Strike Settled; MM&P Wins Major Union Victory

NEW YORK, October 30—The 28-day strike of the Masters, Mates, and Pilots came to an end on Monday when the Union voted overwhelmingly to accept the terms won by their Negotiating Committee. The results of the balloting were 2646 in favor of ratification and 691 against. This vote includes all ports except Norfolk and Savannah, but even if these two ports declare themselves against the new contract, it would not be enough to overpower the rest of the voting.

"The vote was preponderantly in favor of accepting the agreement," said Captain A. E. Oliver, co-Chairman of the Union's Negotiating Committee. "It averaged 10 to 1 in New York, and 7 to 1 in most other ports."

There was no question but that a major victory had been won by the deck officers. First of all they received a 15 per cent wage increase, but what is even more important from their point of view is that now, for the first time in maritime history, licensed officers will be hired through the Union Hiring Hall instead of having to go hat in hand to the company office for a ship.

### OPERATORS OBSTINATE

From the beginning of the negotiations the shipowners had agreed, in principle, to the idea of Union shipping for Mates, but on the question of the same principle for Masters, a snag was hit. The MM&P refused to settle unless this basic principle was resolved in their favor, and an agreement was finally arrived late on Saturday, October 26, which granted preferential hiring for Union Skippers.

Thus, the issue which had prolonged the strike for quite some time was conceded to the Union, and within 36 hours formal announcement was made of the end of the strike.

Early sailings are expected, although it was thought that it would take a little time before shipping returned to normal. In some quarters it was felt that it would take at least one month, but other estimates ranged from two to three weeks.

Although this was the first strike action ever undertaken by the licensed deck officers, their solidarity and the support of the AFL Maritime Trades Department made the result a foregone conclusion. Members of the Union have emphasized that the strike made the organization more solid, and able to build for the future.

### PRECEDENCE

Eight pages of this issue have been devoted to the new Seafarers contract. Because of this many of the regular features of the Seafarers Log have been omitted this week. They will all be with us next week, and meanwhile each member will have a copy of the contract to hold him until printed in regular booklet form.

## Membership Group Hails SIU Contract As Best In Industry

NEW YORK—The recently signed contract, covering General and Working Rules, has been hailed by the Membership Committee elected to consider the agreement, and acceptance by the membership has been recommended.

In their report the Committee recommends this action

because; 1. This contract shows a great improvement over the previous ship contracts; and 2. This contract has the great advantage of being the first unified contract agreement to appear on SIU ships.

The complete text of the agreement, which appears on pages 5 to 12 inclusive, bears out this thought. Even the Seafarers International Union, which has always enjoyed superiority insofar as wages and conditions are concerned, never before had some of the advantages which they now have won.

The excellent contract is the result of intensive work by the Union's Negotiating Committee, and climaxed months of bargaining which was interrupted only by the SIU-SUP General Strike against Government bureaucracy.

### INTERIM AGREEMENT

Negotiations on General and Working Rules began in earnest after the companies had signed an interim agreement covering wages on August 5. The wage scale that went into effect at that time was the best ever achieved on the waterfront, and was far in advance of anything the NMU had been able to negotiate.

However, after the SIU successful action to overthrow the WSB ruling, the NMU wrangled the same wage rates from their contracted operators. There is no doubt that the NMU will also attempt to gain for its members the superior conditions which are now part and parcel of Seafarers contracts.

### SEATRAN AGREEMENT

At the same time that the agreement was consummated between the Union and nine shipping companies, a separate agreement was signed with Seatrain Lines, Incorporated, embodying all the gains of the other contracts, but with special attention being paid to the particular problems which arise in manning ships for this line.

The Union Negotiating Committee consisted of John Hawk, Secretary-Treasurer; J. P. Shuler, Assistant Secretary - Treasurer; Paul Hall, New York Port Agent and Director of Organization; and Robert Matthews, Headquarters Engine Department Representative.

### SMILES OF VICTORY



Successfully ending the strike of licensed deck officers, these men have plenty to be smiling about. Practically all of the MM&P's demands were met, and the solidarity they displayed should make future negotiations easier. Negotiations started in Washington, but because of the stalling of the operators the Union Negotiating Committee walked out. When sessions were resumed in New York, there was more of an effort on the part of the shipowners to bargain honestly. Left to right, standing, Captain Leon Cohen; Captain B. C. Swain; R. J. Swain, and Captain William Ash, negotiators for the MM&P; John Hawk, Secretary-Treasurer of the SIU; Morris Weisberger, New York Port Agent of the SUP; W. M. Costello and L. Schmidt, MM&P negotiators. Seated, left to right, Joseph P. Ryan, President of the ILA; Frank J. Taylor, head of the American Merchant Marine Institute; Fred R. Livingston, Federal Conciliator; and Captain A. E. Oliver, President of Local 88, MM&P. Brothers Hawk, Weisberger and Ryan represented the AFL Maritime Trade Department, which supported the MM&P in their beef.

## Seafarers Demands Recognition As Union Bargaining Agent For Cities Service

NEW YORK—In a letter to Mr. C. Story, Vice-President of the Marine Division, Cities Service Oil Company, Paul Hall, SIU Director of Organization, asked that the Seafarers International Union be recognized as the sole bargaining agent for the men employed on the company's tankers. This request was made on the basis of the fact that a substantial majority of the tankermen of that company have signed pledge cards authorizing the SIU to represent them.

This move climaxes an organizing drive of three months duration, and is another step in carrying out the Seafarers' pledge to organize all unorganized seamen.

If Cities Service consents to a voluntary election, it can be held immediately. Should the company refuse, however, the Union

will have to use the machinery of the National Labor Relations Board to force an election.

### Feeding Goes On

Now that the MM&P Strike has been settled, that doesn't mean that the SIU Strike Kitchen has been closed. On the contrary, the Kitchen will remain open and serving three meals a day until shipping in the port of New York has returned more nearly to normal.

The way it looks at present, meals will be served until about Wednesday, November 6. Keep in touch with the Union Hall for more information on this matter.

Following is the text of the letter:

October 28, 1946

Mr. C. Story, Vice-President  
Marine Division  
Cities Service Oil Company  
70 Pine Street  
New York, N. Y.

Dear Mr. Story:

Please be advised that we are the authorized representatives of a sufficient number of the unlicensed personnel now employed on Cities Service Tankers to qualify us as the Bargaining Agent for the unlicensed personnel in your company.

We therefore ask recognition as Bargaining Agent. Please advise us of your position at your earliest convenience.

Very truly yours,

Paul Hall, Director  
Cities Service Tankers  
Organizing Committee



# SEAFARERS LOG

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 OF NORTH AMERICA**  
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## Out In Front

For a long time it has been widely known that the Seafarers International Union leads the way so far as the fight for higher wages and better conditions for seamen are concerned. But this leadership was never as clear as it is since the signing of the new contracts.

In every category, the wages we negotiated were higher than those paid to corresponding rating in other unions. Although this differential has been wiped out by the NMU's "me too" tactics, nevertheless it was the SIU which blazed the trail.

And now, with the agreement settled on General and Working Rules, SIU members enjoy conditions far better than those enjoyed by the members of other seamen's unions, and even better than what they had previous to the signing of the new contracts.

*This is an achievement which will go down in maritime history.*

Although the lot of working seamen still leaves plenty to be desired, still and all it can be said that the Seafarers has made great strides forward. It is also obvious that any other advances for the future will have to be made by the Seafarers. No other union of merchant seamen can do the job now.

Wages and working conditions are the life blood of labor unions. It is in these two directions that the SIU has waged a militant fight, and it is these fields that we have won our most outstanding victories.

These new contracts are not the end of the road. On the contrary, since from this base we can go forward to even higher wages and improved conditions.

As Andy Furuseth said, "Tomorrow is also a day," and for the SIU the day is dawning bright and clear.

## United We Win

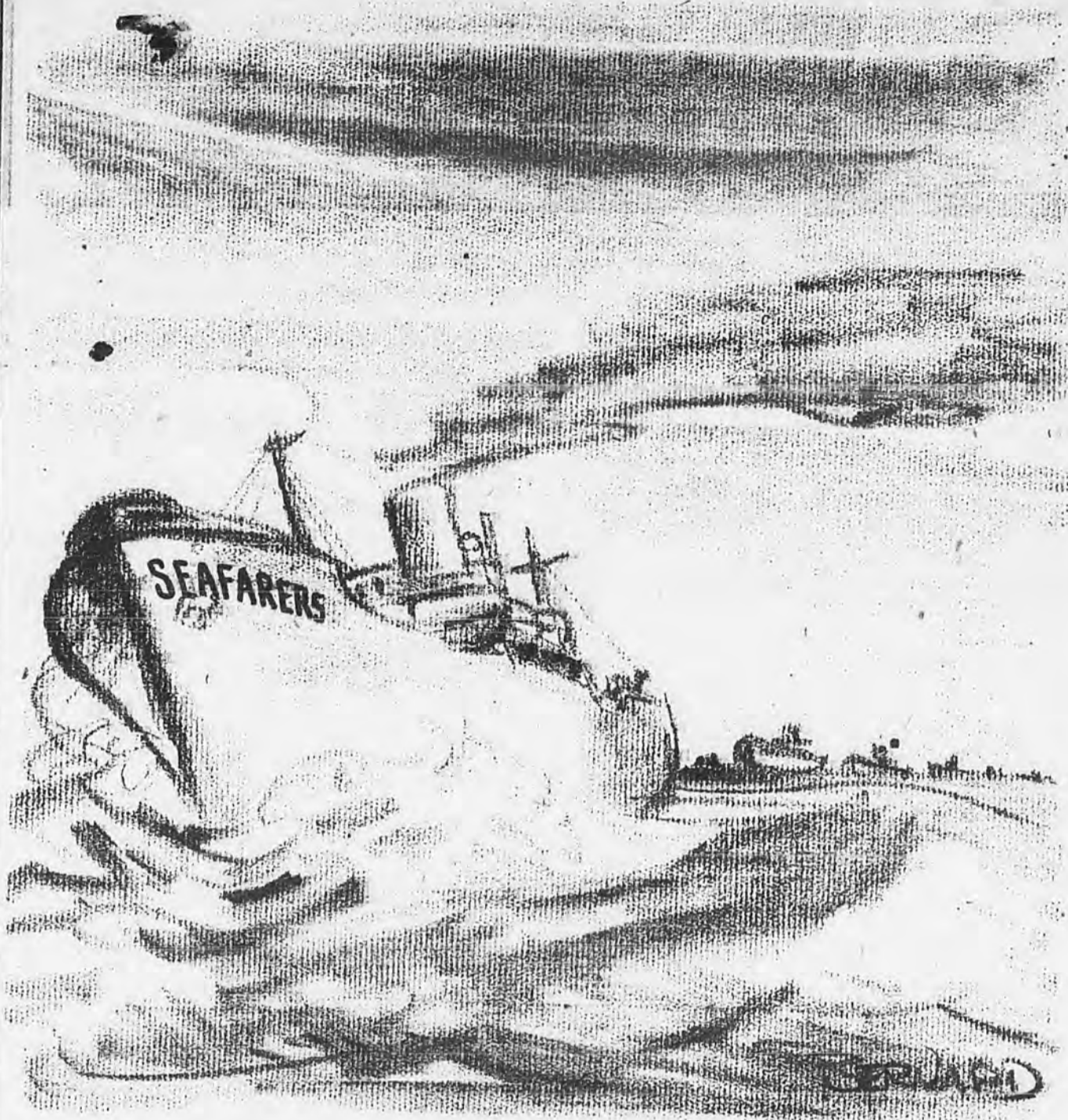
Now that the SIU-SUP General Strike against the WSB is a matter of history, and now that the MM&P strike is over, it is well for us to remember that the fight against Coast Guard control of merchant seamen must go on.

The Coast Guard is determined to dominate American merchant seamen. They will attempt to do this by pitting worker against worker: unlicensed against licensed. We must not let these militarists provoke us into playing their game.

The actions of the past two months have proved that the licensed and unlicensed seamen can cooperate in a joint cause. This cooperation will stand us in good stead in the future.

Our unions united against the Wage Stabilization Board and against the shipowners. Now let us do the same thing against the Coast Guard.

# "SETTING THE PACE"



## Men Now In The Marine Hospitals

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

### NEW ORLEANS HOSPITAL

- JOSEPH WALSH
- A. FERRARI
- LEX FANJOY
- MAX SEIDEL
- JOHN E. HANE
- J. W. DENNIS
- W. BROCE, Jr.
- JOSEPH BUCKLEY, Jr.
- A. L. FRENCH
- E. C. BURTON, Jr.
- LEONARD MELANSON
- EDDIE MAHL
- L. H. HARRIS
- EDWARD CUSTER
- A. P. MORGAN
- ERNEST ROBERTS
- NORMAN PALLME
- JOHN BERGERON
- F. RADGOILA
- CHARLES TILLER
- K. PETERSSEN
- R. M. NOLAN
- PATRICK FOX
- R. E. NEWTON

### BRIGHTON HOSPITAL

- E. MAY
- G. FOLEY
- J. CAREY
- J. O'BRIEN
- E. JOHNSTON

### STATEN ISLAND HOSPITAL

- JOHN A. FREDENSKY
- H. PALMQUIST
- C. G. SMITH
- P. DEADY
- T. WADSWORTH
- E. F. SPEAR
- D. P. ELDEMIRE
- J. GRANGAARD
- R. G. MOSELLER
- C. W. SMITH
- J. HALL
- W. G. H. BAUSE
- L. A. CORNWALL
- W. B. MUIR
- N. JEFFERSON
- C. LARSON
- L. L. MOODY
- H. BELCHER
- C. L. JACQUES
- F. MURPHY
- W. L. CARROLL
- G. DE JESUS
- R. S. FREEMAN
- M. DODGE
- C. KOLSTE

### BALTIMORE HOSPITAL

- RICHARD PINCKNEY
- WAYNE TROLLE
- HARLAN VEASEY

### Hospital Patients

When entering the hospital notify the delegate by postcard, giving your name and the number of your ward.

### Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

- Tuesday—1:30 to 3:30 p. m.  
(on 5th and 6th floors)
- Thursday—1:30 to 3:30 p. m.  
(on 3rd and 4th floors.)
- Saturday—1:30 to 3:30 p. m.  
(on 1st and 2nd floors.)

- ROBERT PROTHERO
- ROBERT HUMPHREY
- MOSES MORRIS
- ALFRED PEREIRA
- GEORGE FLETCHER
- BILLY BOATLER
- PETER LOPEZ
- KARL LARSON
- RALPH FREY
- LESTER KNICKERBOCKER
- WILLIAM GILLEPIE
- JOSEPH KING
- WALTER PETERSON
- DONALD DENNIS
- CHARLES WALTER
- CHARLES DUNN
- WILLIAM SULLIVAN
- DAL KRUSE



### NORFOLK HOSPITAL

- LOYD WARDEN
- JOHN ALSTAT
- COLON W. WARD
- H. R. SUMMERLIN
- JOHN E. HARRISON
- LARIE L. OWENS
- JOHN W. CALHOUN
- RICHARD P. McBRIDE
- HUGH McDOWELL



# Isthmian Seamen Are Awaiting SIU Contract To Correct Abuses

BY BEN TAFLEWITZ

Approximately 12 months ago, this writer left New York City aboard an Isthmian ship. Now, after a full year spent on three different Isthmian ships, the last one being the new "Belle of the Seas," it is really something to get back to one's home port after the great SIU-SUP nationwide tieup of September 5 to 12 had culminated in a smashing victory.

The wonderful labor solidarity that was engendered by the rank and file of all unions was very heartening, but while the momentous struggle of the Union was being fought in those first two critical weeks of September, the final skirmishes against the open shop were taking place on Isthmian line vessels.

Here is an example of what took place on the Belle of the Seas, an Isthmian C-2.

This happened in the small port of Sainin on lower Luzon in the Philippines, August 19, 1946. In this port, where we were loading copra, several men became ill with fever. The Captain refused to heed the plea of the crewmembers to have a doctor brought aboard to investigate the illnesses.

## HIGH-HANDED SKIPPER

The Captain acted in a high-handed manner previously in respect to shore leave, loggings, irregular draws, and launch service to Manila. However, the crew had held back their feelings and had done an exemplary job in turning to every day, bell to bell and working hard under the hot tropical sun. This, plus a finky First Mate and poor chow to boot.

Our attitude had been to do the work, suffer the non-union wages and conditions, because the election would soon be over and we would not give the company any excuses to come back at us for not performing our shipboard tasks.

## HIGH FEVERS

At the port of Sainin, union action was required and applied. In spite of the fact that technically the Philippines is a foreign country. Here is the score:

Besides a few crewmen having fevers ranging from 101 to 102, one Stewards Utility was laid low with a fever that hit 104.7. Now even though this chap was a rather healthy fellow, we knew if his fever climbed much higher he would be through.

Since the Belle of the Seas was on a bare boat charter to the Isthmian Company for a strictly commercial run, we could not ask for Army or Navy doctors as we could on a WSA vessel. This would have been easy as there are plenty of military medical officers still around.

Under the ship's existing status the proper procedure was for the company to hire a private doctor ashore and bring him to the ship with the company paying his expenses. This is what must be done by a privately-run American vessel in a foreign port. This is what both we and the Captain knew and that is why the Captain at first refused our request since it meant the outlay of possibly 25 or 50 dollars for the doctor.

After an emergency meeting, we sent the three department



BEN TAFLEWITZ

delegates to see the Captain, but he was adamant. His attitude was, "oh they'll all get well, it's only a cold."

None of us were sure what it was, and certainly a \$25 visit from the local doctor was necessary precaution, and then there was the brother in the ship's hospital simmering with a 104 fever.

Our next move was to get tough and show them what union action could do. Several of us stopped work and delegated the ship's chairman to see the Captain and the First Mate immediately.

The delegates went topside and roundly told the Captain off. We threatened to have the First

Mate's license lifted as soon as we hit Frisco, and promised them both full wrath of the SIU-SUP, if we did not get a doctor aboard as soon as possible.

## DIAGNOSED AS FLU

Shortly thereafter, the doctor for that area of the Philippines came aboard. He diagnosed the illness as the flu, and stated that anyone catching the disease would have to remain in the ship's hospital until his fever was normal, as flu is contagious. With the proper medical attention brother Gonzales pulled through all right after five days in bed.

The Doctor pointed out to us that although it was only the flu, it might have become a more serious contagious disease. It is a good thing that he was called, because the Captain had seriously contemplated raising anchor and shoving off for home without the doctor's visit.

We left the Philippines August 24 and wound up our hectic journey in San Pedro, September 18 with a valuable cargo of copra for much needed soap chips—plus a full cargo of copra bugs to plague us all the way.

Should any of the old crewmembers read this article, let it be said their sacrifice on these non-union ships were not in vain. With a union contract as a weapon we can end one of the most notorious chapters of open shop conditions when Isthmian goes SIU on November 18, 1946.

# Strikes Can't Halt Corpus Christi From Organizing The Unorganized

By J. S. WILLIAMS

CORPUS CHRISTI—We're beginning to take a few names off the strike list down here and things are beginning to look favorable for a change.

This week, in addition to the MM&P settling, and the MEBA already settled, the Operating Engineers on the drawbridge signed a contract gaining all the wage increase they were asking for.

With those three organizations crossed off the strike list, there only remains on the strike side of the ledger the CIO warehousemen who are still negotiating the settlement of their dispute.

## FULL SUPPORT

The Operating Engineers (AFL) on the drawbridge brought their strike to a successful conclusion with the full support of the SIU, ILA and the oil dock workers. We were all behind them 100 per cent and they had little trouble bringing the operators to terms.

As for port activity, there naturally is very little. A few tankers come in now and then, but that is all. We have the Coastal Archer, Newtux Line, tied up in Port Brownsville with her full SIU crew on the beach waiting for the strike picture to clear up.

## SIU NOT SLEEPING

While everything is tied up we haven't been sitting on our hands by any means. We've been busy working on the unorganized tankers, tugs, ferries, dredges, and fishermen in this area.

From what the organizers tell

me, things look very encouraging, as we seem to be making good progress. The workers in these industries have had a real opportunity to see our strike apparatus in operation and that alone should convince them that the SIU goes out and wins its beefs.

## The Patrolmen Say—

### Carry Receipts

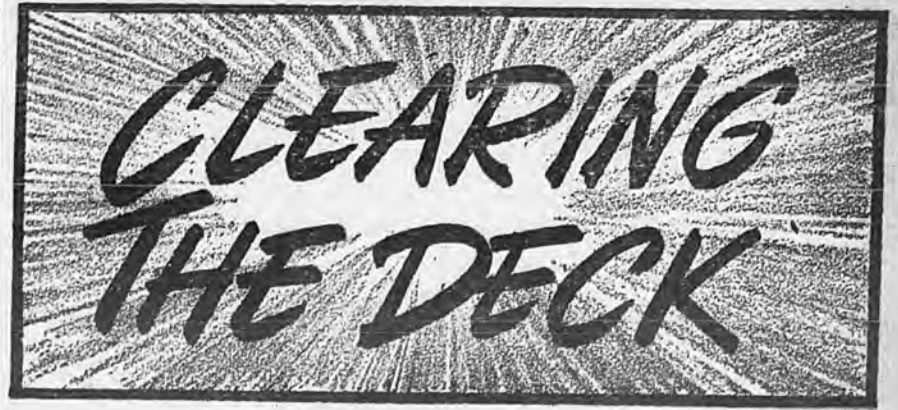
NEW YORK — The Pacific Tankers' SS Victory Loan wound up a five months trip to Europe and the Orient when it pulled into New York this week for payoff.

The ship came in very clean. There was, however, a slight mix-up on some of the assessments, which one member claimed to have paid before. However, the matter was straightened out, with all hands going off satisfied.

But the situation produced a moral, and that is to carry all your receipts with you at all times. If this is done, any question that might arise as to whether or not payments are due can be settled very quickly.

During the last few beefs, we have come in contact with a great many members. Outstanding was the fine spirit of militancy and solidarity which the men displayed.

Salvador Colls  
Ray Gonzales



By PAUL HALL

The MM&P and MEBA strikes are over. These outfits, although they did not gain for themselves the original demands that they struck for, managed to improve their conditions and wages considerably. We are very glad to see these people win their beefs, particularly as union men we are glad to see them gain that part pertaining to union hiring.

We feel that a union Skipper or Mate is a damned sight better to sail with than a non-union Skipper or Mate. This victory by the MM&P and MEBA means that we, as brother union men, can eliminate the chiseling and bootlicking done previously by certain company minded Mates, Skippers and Engineers.

## A Job To Be Done

The Masters, Mates and Pilots, as well as the Engineers, have expressed their appreciation of the support given to them not only by the SIU, but by all maritime workers. They say they would like to do something to reciprocate their appreciation by some sort of concrete action.

We believe that they are sincere in this expression and for that reason the Seafarers have something to ask of both of these unions—the MM&P as well as the MEBA.

We are asking the cooperation of all licensed personal of all unions to join with the unlicensed seamen of all unions in the fight against military control. It doesn't matter whether a man is licensed or unlicensed, the enemy is the same and the control of seamen by a military agency curbs the democratic rights of all men regardless of his position aboard ship. This means, specifically, joint action to rid the American merchant marine of the policing by the United States Coast Guard.

There is a definite job that the licensed seamen can do to destroy this agency and insure themselves that the Coast Guard will not, at some date in the future, turn on them as they have upon the unlicensed seamen.

The Seafarers feels that if the licensed officers would refuse to cooperate with the Coast Guard, and refuse to act as witnesses against unlicensed seamen at CG hearing units there would be a strong possibility of eliminating the Coast Guard entirely from the American merchant marine scene.

## Beat Them To The Punch

This we feel is very important. You men of the MM&P and MEBA, who have so recently fought for the preservation of your unions while pounding the bricks, have proved that you want your union free of Government regimentation; but at the present time, there is no doubt that the Government, very shortly, through some of its fink bureaus, such as the Maritime Commission, is going to make another attempt to smash the organized seamen and their unions.

We feel that the Coast Guard is going to be the spearhead in this attempt. Therefore, it's necessary for us to recognize this problem for what it is and lay the groundwork for beating them to the punch.

There is no doubt that we can beat this phony agency if we all pull together. We've done big things in the past when the government thought they had us to the wall. The Wage Stabilization Board was a government agency that thought it could dictate to us and the Coast Guard isn't any more formidable. It can be beaten and we have the means to do it if we, the unlicensed and licensed seamen pull together.

## Cooperation Of Membership

The Port of New York is very busy now as far as the SIU is concerned in getting the membership back onto the ships they walked off of to participate in the recent strike action. It has been a tremendous job.

There were a hundred little details to be worked out, and at the same time see that every man went back onto the job that he left. It has been an especially difficult task for the shipping Dispatchers of the SIU. It is to the members' credit as union men that they cooperated all the way with the Dispatchers in this very tough job.

This is possibly one of our greatest assets in a beef—the SIU membership's willingness to cooperate with both, their officials and other members as well. We have had some damn big struggles in the past 12 months and this one big thing, the memberships' interest and cooperation, has meant the difference in winning or losing several of these beefs. We won them all—Let's keep it that way!



# End Of Strike Brings Many Jobs To N.Y. Members—And Patrolmen

By JOE ALGINA

NEW YORK—The word most said by Patrolmen on the fifth deck since the strike ended has been "phew." And that goes for cuss words, too. I have never seen as much activity before, and as far as I am concerned, I will be satisfied if I never see it again.

The first thing we did, after the strike ended, was to reassign men to the ships they left when the MM&P walked out. This took a few days, and then we started to clear the board on our old rotary shipping method. It was hot and heavy for a little while, but matters have cooled down a little by now, and shipping is assuming a more normal course.

Of course, the Patrolman was caught right in the center of everything. During the strike, there were thousands of questions to be answered, and hundreds of beefs to square away. It seemed that every ship that laid up in this port had questions and beefs—enough to keep the piccards on the run pretty constantly.

### MORE WORK

Ending the strike just gave them additional work. Now they have to sign on the crews, make sure that all problems are settled

and Pilots are good union men as they proved in this beef. From now on there should be extreme cooperation and in that way both Unions will be strengthened.

Right now the big issue is the Coast Guard. Masters and Mates have a stake in the fight against the brass hat hooligans just as the seamen do. Let's help the CG to go back to patrolling the seas in search of icebergs. That is a good job for them, and we won't interfere with them in the pursuit of their duty. In return we don't want them to bother us. That's a fair deal.

### CABBAGE READY

Here are some more companies which are ready to pay retroactive wages due as a result of the new contracts.

**Robin Lines, at once. American Range, at once. Smith and Johnson, one week. American Hawaiian, at once. Bull Lines, company ships at once: WSA ships being paid alphabetically—now up to "C". Alcoa, in two weeks. Mississippi, in two weeks. South Atlantic, mailing checks out now. Overlakes, in three weeks. Waterman, in one month. Calmar, still negotiating.**

In order to collect this money, you must either write to the company, or go up to the office. In the case of the Mississippi Steamship Company, a visit to the New Orleans office will do the trick. It's your dough, fellows, go and get it.

# Some Good Advice For Draft Bait

Now that Draft Regulations have been liberalized to allow men with 18 months of substantially continuous sea time to leave the sea, many men have taken shoreside jobs. It is a good idea to retire your book if you decide to make a similar move. In that way you can insure yourself against having to pay a whopping amount of back dues if you ever want to ship out again.

You can retire your book in any SIU Hall.

# Knowledge Of Contracts And Law Helps Agent To Win In Payoffs

By W. H. SIMMONS

SAN FRANCISCO — That mighty fine set of law books that I have in the office, and the excellent clauses that are contained in our contracts, got me out of a tough spot last week. And if the South Atlantic Lines hadn't tried to chisel a bit, I wouldn't have been in that tough spot at all. Here's what happened.

The SS Lyman Hall came into this port after the MM&P and MEBA strike started. The agent for the company got in touch with his main office and they wired him thusly:

**If unlicensed personnel leave ship due to strike, they are not entitled to transportation as**

they are quitting under mutual consent.

This looked bad to me. I figured that the crew had fulfilled its agreement to the company, ship, and articles, since they had signed articles in New York and had made a long trip out to the Pacific Islands and then returned to this port with a load of Army gear.

### DEMANDS SET

After five days of stalling, I was all set to demand that the company payoff in full, so I went to work on them. Using the agreements and the law books, I studied out a way to beat the company and the War Shipping Administration. Then I got in touch with the San Francisco Chief Shipping Commissioners and explained the situation to him.

He agreed with me that these men were entitled to their transportation, and so with the ruling I called on the legal advisor of the WSA here. We discussed this for a little while, but he finally had to admit that we were right.

The Commissioner had ruled in our favor, and therefore, he, the legal eagle, could not do any-



thing but instruct the company to pay the transportation. So, the following morning the company paid off, and everybody was happy, except the WSA.

This whole situation is a mighty good precedent to be used in the future, as the WSA always demands that cargo be discharged before the crew can be paid off. The Lyman Hall is still tied up alongside the dock, fully loaded, and the crew has been paid off with full transportation.

### NO REST

But one thing always follows the other. Sitting here minding my own business after settling that matter of the Lyman Hall, the whole crew of the SS William Nott came in to give me a bad time. They had been out 14 months, leaving their ship in China, and they had been sent back on the SS Mooring Knot.

I immediately claimed the Repatriation Bonus for these boys, but the Bull Steamship Company threw it right into the lap of the WSA out here. They in turn passed the buck to the WSA in Washington and that was exactly what I wanted. I was confident that Washington would pay off, and so I went on board the ship and had the men payoff.

### CAN COLLECT

That night they caught a plane for their home area. Today I received a call from the company. Fellows, you can collect your \$90 Repatriation Bonus by writing to Mr. R. H. Becker, c/o William Diamond Steamship Company, 262 California Street, San Francisco, Calif.

# Here's A Flock Of Ships And Men Just Waiting To Go Back To Work

By JOHN MOGAN

Boston — Everything remains quiet on the Boston waterfront. This morning, however, the word is out that normal operations will be resumed today with the exception of West Coast ships which are still considered hot.

At any rate, there is a flock of ships to be chewed up—and a large number of men available to take care of them. And yet, strangely enough, if there is a tanker in on a quick turnout, with six or seven hours to get it crewed up, the book men will pass it up at the last minute,

which necessitates using trip card members.

Of course, in such an instance, there is no time left to get a call through to another port for book men.

### MORE ORGANIZING

It will be a good deal for everybody when these ships start moving again. In addition to the seamen, the longshoremen have had a long session on the bricks and the landlords' collective breath must be right on their necks.

But as far as our members are concerned, it will be up to the organizers to produce as many new agreements as possible, and also up to the membership to give the organizers every assistance possible.

Isthmian must work under an SIU agreement; now that we have won on the ballot we cannot relax, or allow Isthmian ships to be manned by other than SIU crews. Four ships are presently in Boston; we trust they will leave here with 100% book members aboard.

At this writing, there is still nothing definite from the local MM&P or MEBA, consequently there is no move toward getting the crews back aboard their vessels. But indications are favorable that today will see everything settled for all unions, and next week's article should have an account of payoffs and sign-ons in this port.

### UNION MEN

At the last regular meeting the matter of renting the first floor came in for considerable discussion. It was felt by some of the membership that we should not let an American Legion post occupy the building.

But it was explained at length that this particular post will have as members only longshoremen and waterfront workers, and all will be union men. Their policy will be to combat anti-labor agitators within the Legion, and thus far have proved their worth by howling down, at the annual state convention, a typical old-guard Legion man who was speaking against the bonus and GI bill of rights for merchant seamen.

When this, and other facts, were brought to the attention of the membership, it was voted overwhelmingly to lease the store to the union men.

# Both Oldtimers And Newcomers Acquit Selves Well In Strike

By C. J. (BUCK) STEPHENS

NEW ORLEANS — Another week is coming to an end and we are still on the bricks in support of the MM&P who are still on strike. Quite a few of the Brothers were worried as to how the younger members would take a long strike and now it is proven that all hands have stood up under pressure very well.

We can certainly be proud of our older members, and definitely be proud of the younger element for the way they are standing up so well on a beef that is not wholly SIU. All hands feels that although this is not an SIU strike, it is as much our fight as the MM&P because if their conditions are lowered then surely the unlicensed personnel will be next.

### ONE MORE

Since writing last week, we have added another ship to our list of ships tied up in this port. The SS Del Mundo of the Mississippi Shipping Company has dropped the hook, and is now strikebound with a full load of coffee. That makes three of Mississippi's privately owned ships tied up here, and the other two that they have are due in here in the first week of November.

Many more coffee boats being tied up will make the price of "coffe-and" hang high. We have again rigged up for an all-out strike support of the MM&P if the strike is not over pretty damn quick. All hands are ready to go as they believe that if we tied up

the whole damn works then the shipping companies will see the light and come across.

### STILL COMING

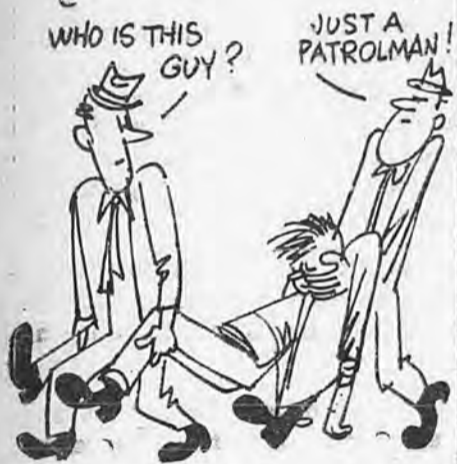
We have around 1500 men on the beach in N. O., and more coming in by the hour. Why all the men headed this way is beyond



me, because N. O. is not what it used to be. The weather here is no different from any other port and the town is shut down as tight as it can be.

The new Mayor has cut out "bee" drinkers, ladies of the evening, racehorse books, gambling and every thing that went to make N. O. a port to hit. No "bee" drinkers and ladies at the bar sure don't jibe with a seaman after a long trip at sea.

New Orleans just ain't New Orleans without girls, gambling, etc., to go with a sailor's beer. So I close until we get back what we had taken away here, and hope that nickel beers with free eats come back.



before the vessel moves out, and do all the other things that have to be done. Well, being a Patrolman is a good way to get ulcers.

The Dispatchers did not have an easy time, either. Some of the boys gave them a hard time, but on the whole, everybody seemed to cooperate. Nobody envied the Dispatchers, and I want to go on record right now as saying that they did a mighty fine job.

We are keeping the strike kitchen in operation until the beach is pretty well cleared, and there is no further necessity for it. As a warning to the ship-owners, I would like to make this point. The strike kitchen will be stored right where we can get to it easily. If we need it again, we can set it up in a matter of hours.

### SWELL JOB

The cooperation that developed between the licensed and unlicensed personnel made a deep impression even on the old sea dogs. Lots of the old timers came up to me and asked how come we could work together at this time when the MM&P is in trouble, but as soon as the trouble is over, the Skippers and Mates would probably start the same old stuff.

We don't think so. We believe that in the future the licensed and unlicensed personnel will be able to settle their own differences without calling on the Coast Guard. The Masters, Mates



# AGREEMENT

*Between*

**Seafarers International Union Of North America**

*And*

**Alcoa Steamship Co., Inc.**

**A. H. Bull Steamship Co.**

**Baltimore Insular Line, Inc.**

**American Liberty Steamship Corp.**

**Arnold Bernstein Steamship Corp.**

**Arnold Bernstein Shipping Company, Inc.**

**Eastern Steamship Lines, Inc.**

**Seas Shipping Company, Inc.**

**Smith & Johnson**

**South Atlantic Steamship Line**



## AGREEMENT

— between —

SEAFARERS' INTERNATIONAL UNION  
OF NORTH AMERICA

and

ALCOA STEAMSHIP CO., INC.

A. H. BULL STEAMSHIP CO.

BALTIMORE INSULAR LINE, INC.

AMERICAN LIBERTY STEAMSHIP CORP.

ARNOLD BERNSTEIN STEAMSHIP CORP.

ARNOLD BERNSTEIN SHIPPING COMPANY, INC.

EASTERN STEAMSHIP LINES, INC.

SEAS SHIPPING COMPANY, INC.

SMITH &amp; JOHNSON

SOUTH ATLANTIC STEAMSHIP LINE

This Agreement is entered into this 23rd day of October, 1946, by and between the Seafarers' International Union of North America, affiliated with the American Federation of Labor hereinafter referred to as the Union and the Steamship Companies herein named above and any of their subsidiary companies which may be formed to operate ships in the offshore, coastwise, or inter-coastal trade, hereinafter referred to as the Company and remains in effect until September 30, 1947. Provided, however, that this agreement shall be renewed from year to year thereafter, by the respective parties hereto, unless either party hereto shall give written notice to the other of its desire to amend or terminate same. Any such notice shall be given at least sixty (60) days prior to the date of expiration. If such notice shall not be given the agreement shall be renewed for the succeeding year, and from year to year thereafter. Application by either party to open negotiations for changes in the wage scale at any time during the life of this agreement shall not be deemed cause for termination of this agreement.

## ARTICLE I

**Section 1. Employment.** The Company agrees that only members of the Union shall be employed in all unlicensed personnel ratings on their freight vessels or American Flag Freight vessels taken over on bareboat charter with the exception of the following: Cadets, Super-cargo, Purser.

**Section 2. Selection of Personnel.** On freight vessels the Company agrees to secure its unlicensed personnel through the offices of the Union with the exception of ratings listed in Article I, Section 1. The Union agrees to furnish capable, competent and physically fit employees and in the event that Union men are not furnished with sufficient promptness to avoid delay in any scheduled sailing, the Company is at liberty to hire men without regard to Union affiliation.

**Section 3. Rejection of Personnel.** The Union agrees that the company shall have the right of rejection of personnel they consider unsuitable with the understanding that if the Union considers the cause of rejection unjust, the Company agrees to endeavor to reach a satisfactory settlement with the parties involved, the business agent of the Union and the member or members in question. If an amicable settlement cannot be reached by this method, the Union agrees to furnish prompt replacements, and the matter is to be immediately referred to a port committee for final settlement. In the event the port committee rules that the member or members in question have been unjustly rejected the Company agrees to pay the member or members in question thirty (30) days' wages at their regular monthly rate of pay for the position they were originally dispatched to the ship to fill.

In the event any decision of the Company physician is challenged by the Union, as to the physical fitness of a Union member, said member shall be reexamined by a Public Health Physician and his decision shall be binding.

**Section 4. Passes.** The Company agrees to issue passes to the Union representatives for the purpose of contacting its members aboard vessels of the Company covered by this agreement.

Representatives of the Union shall be allowed on board at any time but shall not interfere with men at work unless said men are properly relieved (the relief gets no extra compensation).

**Section 5. Port Committee.** For the adjustment of any grievances arising in connection with performance of this agreement which cannot be satisfactorily adjusted on board the vessel there shall be established a Port Committee at the port where articles are terminated. The Port Committee shall consist of three (3) representatives from the Union and three (3) representatives from the company, and it shall be the duty of the Port Committee to meet within twenty-four (24) hours, Saturdays, Sundays, and Holidays excluded. In the event that the Committee cannot agree, then the Director of Conciliation of the United States Department of Labor shall be requested to appoint an impartial referee whose decision shall be final and binding.

## ARTICLE II

## General Rules

**Section 1. Discrimination.** The Company agrees not to discriminate against any man for legitimate union activity.

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

**Section 3. Emergency Duties and Drills.** Any work necessary for the safety of the vessel, passengers, crew or cargo, or for the saving of other vessels in jeopardy and the lives thereon, shall be performed at any time and such work shall not be considered overtime.

Whenever practicable, lifeboat and other emergency drills shall be held on week days between the hours of 8 A.M. and 4:30 P.M. and on Saturdays between the hours of 8 A.M. and 12 Noon. Preparation for drills, such as stretching fire hose and hoisting and swinging out boats, shall not be done prior to signal for such drills, and after drill is over, all hands shall secure boat and gear. In no event shall overtime be paid for work performed with such drills.

**Section 4. Ships Chartered by Company.** This agreement is binding with respect to American Flag Freight ships chartered by the Company (if charterer furnishes crew).

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

**Section 6. Securing Vessel for Sea.** All vessels of the Company must be safely secured before leaving the harbor limits for any voyage.

Vessels sailing in the daytime must be safely secured before leaving the harbor limits. In the event the vessel is not safely secured before reaching the harbor limits the vessel shall proceed to a safe anchorage and be secured before proceeding to sea. Vessels sailing after dark shall be safely secured before leaving the dock or may proceed to a safe anchorage to secure vessel before proceeding to sea. When lights can be maintained on the after deck, gear and hatches may be secured on this deck enroute to anchorage.

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

(b) All members of the unlicensed personnel shall be aboard the vessel in a sober condition and ready for sea at least one (1) hour before the scheduled sailing time. In the event any member of the unlicensed personnel fails to comply with this provision, the Company shall call the Union and the Union shall furnish a replacement. If the original member reports after the Company has called for a replacement the man sent by the Union as such replacement shall receive two (2) days pay, which two (2) days pay shall be paid by the member who was late in reporting for duty in a sober condition.

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

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

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

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

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

**Section 10. In Case Vessel Runs Aground.** In the event the vessel runs aground this agreement shall be lived up to regardless of whether the Company or the Insurance Company is paying the wages and overtime.

**Section 11. Medical Relief.** Full medical attention as required by law shall be given to all unlicensed personnel. Except where such is assumed by the U.S. Consul or the U.S. Public Health Service, medical attention shall be furnished by the Company at the expense of the Company.

## Section 12. Riders on Ships Articles and Paying Off Privileges.

(a) On vessels in the Bauxite trade or a foreign voyage (except as provided for in sub-section (b) of this section) the following rider shall be placed on ships articles.

It is agreed between the Master and seaman, or mariners, of the ..... of which ..... is at present Master, or whoever shall go for Master, now bound from the port of ..... to ..... and then to such other ports or places in any part of the world, as the Master may direct, or as may be ordered or directed by the United States Government or Department, Commission, or Agency thereof, and back to a final port of discharge in the Continental United States, for one voyage only, for a term of time not exceeding nine calendar months.

## RIDER

It is also agreed that these articles shall terminate at the final port of discharge in the Continental United States of America. If the final port of discharge is located in an area other than the area in the Continental United States in which is located the port of engagement, first class transportation shall be provided plus wages and subsistence to port of engagement in Continental United States, or at the seaman's option, cash equivalent of the actual cost of first class rail transportation shall be paid.

For the purpose of this rider, the Continental United States shall be divided into four areas — The Pacific Coast area, the Atlantic Coast area north of Cape Hatteras, the Atlantic Coast area south of Cape Hatteras, and the Gulf Coast area.

It is further agreed that in event the ship returns light or in ballast to the Continental United States articles shall terminate at first port of arrival in accordance with voyage description set forth herein, except that when the arrival at the first port is for purpose of securing additional bunkers, stores, or making emergency repairs of not more than seven days duration, articles shall continue until the vessel can proceed to another Continental United States port.

It is further agreed that if within thirty days of signing clear of these articles a seaman who accepted first class railroad transportation in cash, presents himself in the Company's or Agent's office at the port of engagement, he shall be paid an amount equal to wages and subsistence for the number of days ordinarily required to travel from port of signing off back to the port of engagement, provided that no wages or subsistence shall be payable to a seaman reporting back to the port of engagement within thirty days, if such seaman has returned as regular crew member of this vessel.

(b) On vessels making a voyage or voyages to Bermuda, Mexico, West Indies, including Cuba, Canada, Newfoundland and/or Coastwise the following rider shall be placed on ships articles.

It is agreed between the Master and seaman, or mariners, of the ..... of which ..... is at present Master, or whoever shall go for Master, now bound from the port of ..... to ..... and then to one or more ports in the West Indies and/or Canada, Newfoundland, Bermuda, Mexico and U.S. Atlantic or Gulf Coast in any order either direct or via ports, at the Master's option and return to a port on the Atlantic or Gulf Coast of the United States and thence for one or more similar continuous voyages on the above described route or any part thereof and back to a final port of discharge on the Atlantic or Gulf Coast of Continental United States for a term of time not exceeding six (6) calendar months.

## RIDER

If the port where these articles are finally terminated is located in an area other than the area in the Continental United States in which is located the port of engagement, first class transportation shall be provided plus wages and subsistence to port of engagement in Continental United States, or at the seaman's option, cash equivalent of the actual cost of first class rail transportation shall be paid.

For the purpose of this rider, the Continental United States shall be divided into four areas — The Pacific Coast area, the Atlantic Coast area north of Cape Hatteras, the Atlantic Coast area south of Cape Hatteras and the Gulf Coast area.

It is further agreed that if within thirty days of signing clear of these articles, a seaman who accepted first class railroad transportation in cash, presents himself in the Company's or Agent's office at the port of engagement, he shall be paid an amount equal to wages and subsistence for the number of days ordinarily required to travel from port of signing off back to the port of engagement, provided that no wages or subsistence shall be payable to a seaman reporting back to the port of engagement within thirty days, if such seaman has returned as regular crew member of this vessel.

It is also agreed that the transportation provisions contained herein shall not apply until the articles are finally terminated.

Any member of the unlicensed personnel will be allowed to pay off the vessel in any port in Continental United States or Puerto Rico, upon twenty-four (24) hours notice to the Master, prior to the scheduled sailing of the vessel; in like manner, the Master shall be allowed to discharge any member of the unlicensed personnel upon twenty-four (24) hours notice. If the seaman exercises his right to be paid off, as provided for in this paragraph, transportation provisions shall not be applicable; if the Master exercises his right to discharge a seaman, as provided for in this paragraph, transportation provisions shall be applicable.

(c) On G.A.A. vessels when a seaman accepts the cash equivalent of first class railroad transportation, the



railroad tax shall not be included. Operations regulations 55 and 72 of the WSA shall apply.

**Section 13. Return to Port of Signing Articles.** In the event a ship of the Company is sold, interned, lost or laid up, the crew shall be given transportation back to the port of signing articles with subsistence, room and wages, as per Article II, Section 14 of this agreement. When room and subsistence is not furnished aboard the vessel room and meal allowance will be paid as prescribed in Article II, Section 36 until crew is furnished repatriation by train, plane or vessel.

In the event a ship of the Company is lost the crew shall be recompensed for the loss of clothing, not to exceed three hundred dollars (\$300.00) and to be repatriated to the port of signing articles with subsistence, room and wages as per section 14 of this agreement.

**Section 14. Traveling.** Members of the Union when transported by the Company during the course of their employment shall be provided with first class transportation by rail; when travel at night is involved a lower berth shall be provided or the cash equivalent thereof and with subsistence at the rate of \$4.00 per day in addition to their regular monthly wages. When traveling by ship is involved men shall be provided with second class transportation or the cash equivalent thereof.

**Section 15. War Zone.** In case any vessel of the Company traverses waters adjacent to or in the proximity of a declared or undeclared war or state of hostilities, it is hereby agreed that a petition on the part of the Union for the opening of negotiations for added remuneration, bonuses, and/or insurance, shall in no way be deemed cause for the termination of this agreement.

**Section 16. Customary Duties.** Members of all departments shall perform the necessary and customary duties of that department. Each member of all departments shall perform only the recognized and customary duties of his particular rating.

**Section 17. Explosives.** On vessels carrying explosives in fifty (50) ton lots or over, as permitted by law, the Company agrees to pay each crew member of the unlicensed personnel in addition to their regular monthly wage, 10% per month of such wages while such cargo is on board the vessel or is being loaded or discharged. When the unlicensed personnel is required to work explosives, at any time, they shall be paid for such work in addition to their regular monthly wages, at the rate of \$5.00 per hour.

For the purpose of this agreement, explosives shall consist of the following items:

Gasoline	Nitro Glycerine
Black Powder	T. N. T.
Blasting Caps	Poison Gases
Detonating Caps	Loaded shells of one pound or over, but not small arms ammunition
Loaded Bombs	
Dynamite	

**Section 18. Penalty Cargoes.** When members of the unlicensed personnel are required to clean holds in which penalty cargo has been carried they shall be paid for such work in addition to their regular wages, at the rate of straight overtime for the watch on deck and overtime and one-half for the watch below.

**IN BULK**

Bones	Manure	Soda Ash
Green Hides	Caustic Soda	Creosoted Lumber

**IN BAGS OR BULK:**

Bone Meal	Greave Caker
Chloride of Lime	Coal, Coke
Lampblack or Carbonblack	Saltcake
Sulphur	Super Phosphate
Copra	Cyanide
	Cement

On vessels carrying penalty cargo in bulk in lots of one thousand tons or over the Company agrees to pay the members of the unlicensed personnel in addition to the regular monthly wages 10% of such wages from the time the loading of the penalty cargo is started until penalty cargo is completely discharged.

When members of the unlicensed personnel are required to clear holds where lead concentrates have been carried, the watch on deck shall be paid at the regular overtime rate and the watch below shall be paid at the rate of overtime and one half.

**Section 19. Holidays.** The Company agrees to recognize the following as holidays:

New Year's Day	Labor Day
Washington's Birthday	Thanksgiving Day
Memorial Day	Christmas Day
Independence Day	Lincoln's Birthday
Armistice Day	

In the event V.E. or V.J. Day are observed as National Holidays they shall be included in this list.

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

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

**Section 20. Port Time.** For the purpose of applying port overtime provisions of this Agreement, "Port Time" or the words "In Port" shall be defined to mean the following:

**Commencement of Port Time:**

(a) From the time a vessel is properly secured to a dock, buoy or dolphins for the purpose of: Loading and/or discharging cargo, ballast, passengers or mail;

undergoing repairs; taking on fuel, water or stores; fumigation; lay-up; awaiting orders or berth.

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

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

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

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

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

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

**Termination of Port Time:**

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

**Section 21. Shifting Ship.** After the vessel arrives in port as outlined in Article II, Section 20, any subsequent move in inland waters, bays, rivers and sounds shall be regarded as shifting ship and overtime paid for men on duty while such moves are performed on Saturdays, Sundays and Holidays and after 5 P.M. until 8 A.M. week days with the following exceptions:

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

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

**Section 22. Standby Work.** When men are hired by the Company for standby work in port by the day and board and lodging are not furnished to them on the ship, they shall be paid at the rate of \$1.45 per hour. Their regular hours of work shall be from 8 A.M. to Noon and from 1 P.M. to 5 P.M. Monday thru Friday. Any work performed by them outside their regular hours of work shall be paid for at the rate of \$2.17½ per hour. Men hired to perform standby work shall perform any work that shall be assigned to them by their superior officers, and they shall not be subject to any working rules set forth in this Agreement unless they shall be required to keep steam in the boilers or oil winches. When standby work in any particular department is to be performed, an effort shall be made to obtain men with ratings in such department if they are available and are competent to perform such work.

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

**Section 23. Longshore Work by Crew.** In those ports where there are no longshoremen available, members of the crew may be required to do longshore work or drive winches for the purpose of handling cargo. For such work performed, they shall be paid in addition to their regular monthly wages, one dollar and fifty cents (\$1.50) per hour for their watch on deck and two dollars and twenty-five cents (\$2.25) per hour for the watch below.

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

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

**Section 24. Working Ballast.** Whenever members of the crew may be required to discharge ballast out of holds or handle or discharge ballast on deck, the watch on deck shall receive their straight overtime rate for such work. The watch below shall receive time and one-half their overtime rate for such work.

Day men shall receive their straight overtime rate between the hours of 8 A.M. and 12 Noon and 1 P.M. and 5 P.M. After 5 P.M. and before 8 A.M. day men shall receive time and one half their overtime rate. If watches are broken, day men's scale applies to the entire crew. Sand Ballast shall be washed off decks with hose during regular working hours without the payment of overtime.

**Section 25. Division of Wages of Absent Members.**

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

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

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

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

**Section 26. Overtime Rate.** The overtime rate for unlicensed personnel receiving less than \$200.00 per month shall be \$1.00 per hour. All ratings receiving \$200.00 or more per month, the overtime rate shall be \$1.25 per hour.

**Section 27. Computation of Overtime.** When overtime worked is less than one (1) hour, overtime for one (1) full hour shall be paid. When overtime worked exceeds one (1) hour, the overtime work performed shall be paid for in one-half (½) hour periods, and fractional part of such period shall count as one-half (½) hour.

**Section 28. Commencement of Overtime.** Overtime shall commence at the time any employee shall be called to report for work outside of his regular schedule provided such member reports for duty within fifteen minutes. Otherwise overtime shall commence at the actual time such employee reports for duty and such overtime shall continue until the employee is released.

**Section 29. Checking Overtime.** After overtime has been worked, the senior officer of the department on board will present to each employee who has worked overtime a slip stating hours of overtime and nature of work performed. An overtime book will be kept to conform with individual slips for settlement of overtime. Officers and men shall keep a record of all disputed overtime.

**Section 30. Continuous Overtime.** When working overtime and crew is knocked off for two hours or less, the overtime shall be paid straight through. Time allowed for meals shall not be considered as overtime in this clause.

**Section 31. Payment of Overtime.** All money due for crew overtime shall be paid at the signing off. In the event payment of overtime is delayed by the Company beyond twenty-four (24) hours after signing off articles, additional compensation shall be paid at the rate of \$10.00 a day for each calendar day or fraction thereof aforesaid payment of overtime wages is delayed. This shall not include disputed overtime being settled between the Union Representatives and the Company.

**Section 32. Rest Periods.** When members of the Unlicensed Deck and Engine Personnel are required to turn to on overtime between midnight and 8 A.M. they shall be entitled to a rest period of one hour for each hour worked between midnight and 8 A.M., such rest periods to start at 8 A.M. the same day if ship is under port working rules and sea watches have not been set. Such rest periods shall be in addition to cash overtime allowed for such work. If rest period is not given, men shall be entitled to additional overtime at the regular overtime rate, in lieu thereof. This section shall not apply to men turning to on overtime at 6 A.M. or after.

**Section 33. Work Performed by Other than Members of the Unlicensed Personnel.** Any work performed by cadets, workaways, passengers, prisoners of war, staff officers or any member of the crew other than the unlicensed personnel, that is routine work of the unlicensed personnel, shall be paid for at the regular overtime rate. Such payment to be divided among the unlicensed personnel ordinarily required to perform such work.

**Section 34. Carrying of Cadets, Etc. in Lieu of Crew.** No Cadets, workaways or passengers shall be carried in lieu of the Crew.

**Section 35. Launch Service.** When a ship is anchored or tied up to a buoy for eight hours, or over, for the purposes outlined in Article II, Section 20, the unlicensed personnel off duty shall be allowed one round trip to shore at the Company's expense, every 24 hours.

**Section 36. Room and Meal Allowance.** When board is not furnished unlicensed members of the crew, they shall receive a meal allowance of \$1.00 for breakfast, \$1.00 for dinner and \$1.00 for supper. When men are required to sleep ashore, they shall be allowed \$3.00 per night. Application by the Union to open negotiations for increased meal and lodging allowance due to increased living costs at any period during the life of this agreement, such applications shall not be deemed cause for termination of this agreement.

**Section 37. Meal Hours—Relieving for Meals.** The meal hours for the Unlicensed Personnel employed in the Deck and Engine Departments shall be as follows:

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

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

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

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

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

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

(f) When the watch below or men off duty are working on overtime at sea or in port, they shall be allowed one unbroken meal hour, if one unbroken meal hour is not given the men involved shall receive one



hour's overtime in lieu thereof. This penalty hour shall be in addition to the actual overtime worked during the meal hour. The provisions in this section shall be applicable at all times at sea or in port to men on day work.

**Section 38. Fresh Provisions. Adequate Supply of Fruit juices** shall be provided for the unlicensed personnel. Fresh milk, fruit and vegetables will be furnished at every port touched, where available, and if supply is possible a sufficient amount to last until the next port or to last until the food would ordinarily, with good care, spoil. Shore bread shall be furnished at all U. S. ports when available.

**Section 39. Midnight Lunch.** If crew works continuous overtime until midnight, men shall be provided with a hot lunch at midnight, one hour to be allowed for such meal, if the work continues. If this full hour is not allowed, an additional hour overtime shall be paid. If the crew works as late as 9 P.M., coffee and lunch shall be provided. Fifteen minutes shall be allowed and be included in overtime if work continues. If crew works as late as 3 A.M. coffee and lunch shall be provided. If crew works as late as 6 A.M. coffee shall be provided. Fifteen minutes shall be allowed and be included in overtime if work continues.

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

**Section 40. Coffee Time.** All hands shall be allowed fifteen minutes for coffee at 10 A.M. and 3 P.M. or at convenient time near these hours.

**Section 41. Crew Equipment.** The following items shall be supplied the unlicensed personnel employed on board the vessels of the Company:

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

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

**Section 42. Uniforms.** In the event a man is required to wear a uniform other than provided for in Article V, Section 21, he shall furnish his own uniform and he shall be paid an additional \$12.50 per month for same.

**Section 43. Mess Room.** Each vessel shall be furnished with a messroom for the accommodation of the crew, such messroom or messrooms to be in each case so constructed as to afford sitting room for all and to be so situated as to afford full protection from the weather and from heat and odors arising from the vessel's engine room, fire room and hold and toilet.

**Section 44. Electric Refrigerator.** An electric refrigerator shall be furnished for the use of unlicensed crew on each vessel. The location of this refrigerator shall be as may be determined by the Company. Should the refrigerator break down or go out of commission it is understood and agreed that the Company will not be expected to make repairs until the vessel arrives in a port where the manufacturer has a service representative available.

**Section 45. Crew's Quarters.** All quarters assigned for the use of the unlicensed personnel are to be kept free from vermin insofar as possible. This is to be accomplished through the use of exterminating facilities provided by the Company, or fumigating the quarters every six months with gas.

Room allowance as provided in Section 36 shall be allowed when vessel is in port and:

1. Heat is not furnished in cold weather.
2. When hot water is not available in crew's washrooms for a period of twelve (12) or more consecutive hours.
3. When crew's quarters have been painted and paint is not absolutely dry and other suitable quarters are not furnished aboard.
4. At all times when vessel is on dry dock overnight.
5. When linen is not issued upon man's request prior to 6 P.M. on the day the seaman joins the vessel.
6. When vessel is being fumigated.

**Section 46. Ventilation.** All quarters assigned to the unlicensed personnel and all messrooms provided for their use shall be adequately screened and ventilated and a sufficient number of fans to secure ventilation shall be provided.

**Section 47. Washrooms.** Adequate washrooms and lavatories shall be made available for the unlicensed personnel of each division, washrooms to be equipped

with a sufficient number of shower baths which shall be adequately equipped with hot and cold fresh water.

**Section 48. Lockers.** A sufficient number of lockers shall be provided so that each employee shall have one locker of full length whenever space permits, with sufficient space to stow a reasonable amount of gear and personal effects.

**Section 49. Copies of Agreements to be Furnished.** Copies of this agreement shall be furnished to the Master, Chief Engineer and Chief Steward who in turn shall supply each departmental delegate with a copy at the commencement of each voyage.

**Section 50. Jury Toilets.** When and wherever necessary for sanitary reasons, jury toilets shall be rigged on the poop deck.

**Section 51. Money Draws in Foreign Ports.** Monies tendered for draws in foreign ports shall be in U. S. Currency, where it does not conflict with existing laws.

**Section 52. Calendar Day.** For the purpose of this agreement the calendar day shall be from midnight to midnight.

## ARTICLE III

### Deck Department

#### WAGES

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

Rating	Monthly Rate of Pay
Boatswain	\$205.00
Boatswain's Mate—Day Work	192.50
Boatswain's Mate—Watch	180.00
*Carpenter	205.00
Storekeeper	197.50
AB Maintenance	187.50
Quartermaster	172.50
Able Seaman	172.50
Watchman	172.50
Ordinary Seaman	150.00

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

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

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

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

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

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

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

**Section 4. Work at Sea, Men Standing Sea Watches.** (a) Men standing sea watches shall be paid overtime for Sunday watches and for all work in excess of eight (8) hours between midnight and midnight each day. No work except for the safe navigation of the vessel is to be done after 5 P.M. and before 8 A.M. and on Saturday afternoons, Sundays and Holidays.

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

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

(d) If a man standing sea watches on Sunday is required to do Longshore Work, Tank Cleaning or Handling Explosives during his watch he shall not receive the Sunday overtime, but shall be paid the overtime rate as specified in this Agreement for that type of work in lieu of the regular overtime rate.

**Section 5. Division of Watches.** (a) The sailors, while at sea, shall be divided into three watches which shall

be kept on duty successively for the performance of ordinary work incident to the sailing and maintenance of the vessel.

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

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

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

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

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

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

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

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

(b) Routine tightening up of cargo lashings and relashing of cargo which has come adrift shall not constitute overtime.

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

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

**Section 12. Division of Overtime.** All overtime shall be divided as equally as possible among the members of the deck crew. In any event the Boatswain shall be allowed to make as many hours overtime as the high man's overtime hours in the Deck Department.

If the Boatswain is required to work with and supervise the watch on deck on Sunday at sea for which the watch on deck receive additional overtime he shall receive the same amount of overtime per hour as paid to a member of the watch on deck, in lieu of his regular overtime rate.

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

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

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

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

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

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

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

**Section 17. Cleaning Quarters.** One Ordinary Seaman on duty shall be assigned to clean the quarters and toilets of the unlicensed personnel of the Deck Department. Two (2) hours shall be allowed for this work



between the hours of 8 A.M. and 12 Noon daily. He shall be allowed two (2) hours for this work on Holidays and shall receive two (2) hours overtime.

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

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

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

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

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

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

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

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

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

**Section 21. Topping or Lowering Booms.** All hands, when available, except the helmsman, shall be used to raise or lower booms.

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

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

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

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

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

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

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

**Section 24. Carpenter's Work.** (a) Carpenters shall paint, chip, or clean the windlass and take soundings, shore-up cargo and do customary carpenter's work aboard the vessel.

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

(c) The Boatswain shall stand by the windlass when no carpenter is carried.

(d) When carpenters are required to take soundings after 5 P.M. and before 8 A.M. Saturday afternoons, Sundays, and Holidays, they shall be paid overtime for such work performed.

(e) Only members of the unlicensed deck personnel shall be required to sound bilges, except in an emergency. When this work is done after 5 P.M. and before 8 A.M. and on Saturday afternoons, Sundays, or Holidays, they shall be paid at the regular overtime rate.

(f) When members of the Deck Department are required to do carpenter work they shall be paid at the rate of \$1.00 per hour for watch on deck and \$1.50 per hour for watch below. On vessels where no carpenter is carried only boatswain shall handle ground tackle. Driving wedges shall not be considered carpenter work on ships that do not carry a ship's carpenter.

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

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

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

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

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

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

(b) When members of the crew are required to enter tanks that have contained animal, vegetable, petroleum oil or creosotes including bunkers or molasses, including use of Butterworth System for the purpose of cleaning or making repairs therein, the watch on deck during straight time hours shall be paid at the rate of \$1.50 per hour. On Saturdays, Sundays and Holidays or between the hours of 5 P.M. and 8 A.M. the rate for such work shall be \$3.00 per hour. Three hours overtime at the rate of \$1.50 per hour shall be paid for this work in addition to the overtime actually worked, however, this three hours overtime shall be paid only once when tanks are being cleaned on consecutive working days.

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

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

and at the rate of time and one-half the overtime rate during overtime hours.

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

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

(c) On Saturdays, Sundays and Holidays or between the hours of 5 P.M. and 8 A.M., the rate for such work shall be \$3.00 per hour. Three hours overtime at the rate of \$1.50 per hour shall be paid for this work in addition to the overtime actually worked, however, this three hours overtime shall be paid only once when tanks are being cleaned on consecutive working days.

**Section 6. Work Out of Engine Spaces.** No member of the Engine Department personnel other than the Deck Engineer, Engine Utility, Storekeeper, Unlicensed Jr. Engineers, Electrician, Wipers, Plumbers and Machinists, shall be required to work outside of engine spaces without the payment of overtime. Engine spaces to consist of fireroom, engineroom and ice machine room. For the purpose of routine watch duties the engine spaces shall consist of fireroom, engine room, ice machine room, steering engine room, and shaft alley.

**Section 7. Supper Relief.** (a) At sea the four to eight watch shall relieve itself for supper.

(b) In port the man detailed to oil winches shall relieve the fireroom watch for supper when cargo is being worked, except when two or more men are standing fire room and/or engine room donkey watches together.

**Section 8. Work On Sundays while at Sea.** (a) If a man standing regular watch at sea on Sundays, for which he receives overtime, is required to do work other than routine work for the safe navigation of the vessel, he shall be paid for such work at the regular overtime rate in addition to the overtime received for standing Sunday watch.

(b) If a man standing sea watches on Sunday is actually required to do Longshore Work, Tank Cleaning or Handling Explosives during his watch he shall not receive the Sunday overtime, but shall be paid the overtime rates as specified in this Agreement for that type of work in lieu of the regular overtime rate.

**Section 9. Equalization of Overtime.** Overtime for men of same ratings shall be equalized as near as possible. This to be governed by departmental head and departmental delegate.

**Section 10. Refrigerating Engineers.** (a) While refrigerating plant is being operated at sea, refrigerating engineers shall be assigned to watches of four hours on and eight hours off.

(b) When refrigerating plant is required to be operated continuously in ports, refrigerating engineer may be required to stand donkey watch of eight hours on and 16 hours off without overtime, except on Saturdays, Sundays and Holidays.

(c) When refrigerating plant is not being operated and no refrigeration cargo is on board, they shall be assigned to day's work and their hours shall be from 8:00 A.M. to 12:00 Noon and 1:00 P.M. to 5:00 P.M. Monday through Friday. When on day's work they shall be paid overtime for all work performed Saturday, Sundays and Holidays and for work performed after 5:00 P.M., before 8:00 A.M.

(d) Refrigerating engineers may be required to supervise the stowing of reefer cargo. In any event while reefer cargo is being worked between the hours of 5:00 P.M. and 8:00 A.M. or on Saturdays, Sundays or Holidays, they shall be paid overtime.

(e) At sea while on watches, no overhauling work, breaking calcium, shifting or moving CO2 bottles shall be done between the hours of 5:00 P.M. and 8:00 A.M. or on Saturday afternoons, Sundays or Holidays, without the payment of overtime. In case of emergency, such as excessive gas leakage or loss of brine, the refrigerating engineer on watch shall correct this condition as part of his regular duties without payment of overtime.

(f) While on watch duty, refrigerating engineer shall be required to leave safe working conditions, keeping the spaces around the ice machines and their auxiliaries clean of oil, water, and refuse accumulated during his watch, but he shall not be required to do any painting, cleaning paint, chipping, scaling, or shining bright work.

(g) When on Day's work, refrigerating engineers shall work under the direction of the Chief Engineer or licensed engineer in charge of refrigerating plant. Their duties shall consist of overhauling and repair work necessary in connection with the upkeep and maintenance of refrigerating machinery, its auxiliaries, and equipment. They shall not be required to paint, sougee, chip, scale, shine bright work or do cleaning work unless overtime is allowed for such work.

(h) Recognizing that there may be extended periods when no refrigerating cargo will be on board the vessel and the refrigerating plant will be shut down, the following is provided:

When the refrigerating machinery has been shut down and secured, the refrigerating engineers, at the discretion of the Chief Engineer, may be assigned to day's work in the engine room in accordance with the working rules for oilers on day work.

(i) At no time shall they pull or shift ice.

## ARTICLE IV

### Engine Department

#### Wages

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

Rating	Monthly Rate of Pay
Chief Electrician .....	\$294.50
Assistant Electrician .....	227.50
Unlicensed Jr. Engineer—Day Work .....	230.00
Unlicensed Jr. Engineer—Watch .....	205.00
Plumber Machinist .....	237.00
Deck Engineer .....	205.00
Chief Refrigerating Engineer .....	269.50
1st Refrigerating Engineer .....	237.50
2nd Refrigerating Engineer .....	218.50
Engine Storekeeper .....	197.50
Engine Utility .....	205.00
Evaporator Maintenance .....	190.00
Oiler-Diesel .....	195.25
Oiler-Steam .....	177.50
Watertender .....	177.50
Fireman Watertender .....	177.50
Fireman .....	167.50
Wiper .....	175.00

**Section 1. Arrivals and Departures—Saturdays and Holidays.** Upon vessel's arrival in port, as defined in port time clause Article II, Section 20, overtime shall begin when "finished with engines" bell is rung. Upon vessel's departure for sea, overtime shall be paid up until "first ahead" or "astern" bell is rung.

**Section 2. Setting Watches.** Sea watches shall be set not later than noon on the day of departure, except when vessel sails before noon, in which event sea watches shall be set not later than one hour before scheduled departure.

Sea watches for men standing "donkey watches" shall be set at midnight prior to scheduled sailing time.

**Section 3. Breaking Watches.** When a vessel is in port as defined in port time clause Article II, Section 20, and is scheduled to remain in port 24 hours or longer, sea watches shall be broken. When scheduled stay of vessel is less than 24 hours, sea watches shall be maintained. If sea watches are to be broken, they shall be broken when "Finished with engine" bell is rung. Sea watches for men who are to stand "donkey watches" shall be broken at midnight on day of arrival where stay of vessel is to exceed 24 hours.

Any part of a watch from midnight until 8 A.M. on day of arrival shall constitute a complete watch; this shall not apply to men who are to stand donkey watch. When such arrival occurs on Sunday overtime shall only be paid for hours actually worked on such watch.

**Section 4. Using Spray Guns.** When members of the crew are required to use spray guns they shall be paid at the straight overtime rate during straight time hours



**Section 11. Electricians.** (a) The Chief Electrician shall be responsible to and take orders from the Chief Engineer, or, in the absence of the Chief Engineer, he shall take orders from the Senior Engineer aboard; all Assistant Electricians to be directly responsible to the Chief Electrician. In the absence of the Chief Electrician, the Assistant Electrician to take orders from the Senior Engineer aboard. In the case of Watch Electricians, Assistant Electricians to be responsible to the Senior Watch Engineer.

(b) They shall do no work other than electrical work and shall not be required to work on steam or diesel end of any machinery.

(c) When cargo is being worked with electrical winches after 5 P.M. and before 8 A.M., or on Saturdays, Sundays and Holidays, overtime shall be paid to electricians on duty, and they shall be required to do any work necessary to keep electrical cargo handling machinery in operation.

(d) When Electricians are required to install any new or additional equipment, it shall be classified as overtime work and shall be paid for at the overtime rate. This shall not apply, however, to renewals or replacements or repairs to worn-out equipment.

(e) They may be required to do any and all running or breakdown repairs to electrical equipment only.

(f) Refusal to do Electrical work which would subject him to electrocution will not be considered refusal of duty.

(g) On ships where less than three electricians are carried, the electricians shall be classified as day workers at sea and in port.

(h) He will not be required to reline brakes on electric winches or anchor windlasses or capstan.

(i) It shall be the responsibility of the Chief Electricians to keep an inventory of all supplies and equipment on hand and he shall make requisitions for all needed electrical supplies and tools. Taking voyage inventories, however, shall be confined to straight time hours.

(j) When three electricians are carried, they shall be put on regular sea watch, at sea, of four hours on and eight hours off for the performance of their duties. In port, the electricians shall be classified as day workers.

**Section 12. Plumber-Machinist.** (a) All Plumber-Machinists shall be directly responsible to the Chief Engineer or First Assistant Engineer, or in their absence to the Engineer in charge.

(b) The regular hours of work at sea shall be from 8 A.M. to 12 Noon and 1 P.M. to 5 P.M. weekdays and 8 A.M. to 12 Noon Saturdays. Work performed outside of these hours shall be paid at the regular overtime rate. In port 8 A.M. to 12 Noon, 1 P.M. to 5 P.M., Monday through Friday.

(c) All Plumber-Machinists shall be required to do repair work on fresh and salt water lines and small steam lines connected with the domestic department of the vessel, bathroom wastes and fixtures, radiators, galley fuel oil lines, steam cookers and coffee urns and shall do general machine shop work. They shall be required to take on water between 8 A.M. and 5 P.M. weekdays without payment of overtime.

(d) They shall not be required to do any chipping, scaling, painting or sougeeing, cleaning or polishing work at any time.

**Section 13. Unlicensed Junior Engineers.** (a) On vessels carrying only three unlicensed Junior Engineers, they shall, while at sea, be put on regular sea watch of four hours on and eight hours off for the performance of their duties. In port, they shall be put on donkey watch of eight hours on and sixteen hours off for the performance of their work.

(b) **Duties at Sea:** They shall assist in the operation of the plant as directed by the Watch Engineer. They shall be required to do maintenance and repair work as directed by the Watch Engineer between the hours of 8 A.M. and 12 Noon, 1 P.M. and 5 P.M. Monday through Friday and between the hours of 8 A.M. to 12 Noon on Saturdays, without the payment of overtime. Such maintenance and repair work shall be confined to engine room, fireroom, machine shop, storeroom in or adjacent to engine room, shaft alley and ice machine room. They shall not be required to do general cleaning, painting, cleaning paint, polishing work, wire brushing, chipping or scaling without the payment of overtime.

(c) **Duties in Port:** In port, Junior Engineers shall be put on donkey watches of eight hours on and sixteen hours off for the performance of their duties. They shall assist in the operation of the plant as directed by the Watch Engineer. They shall be required to do maintenance and repair work as directed by the Watch Engineer between the hours of 8 A.M. and 12 Noon, 1 P.M. and 5 P.M., Monday through Friday. Such maintenance and repair work shall be confined to engine room, fireroom, machine shop, storeroom in or adjacent to engine room, shaft alley and ice machine room and steering Engine room. They shall receive overtime for all watches on Saturdays, Sundays and Holidays. If required to replace another member of the unlicensed personnel, they shall receive overtime in accordance with the provisions of the working rules covering that particular rating.

(d) On vessels carrying day Unlicensed Junior Engineers in addition to Watch Unlicensed Junior Engineers their duties shall be as follows:

At sea and in port, they shall be required to do maintenance and repair work as outlined in sub-section (c) above under the direction of the Engineer in charge. They may assist in taking on Engine Department stores including water and fuel. Their working hours shall be the same as specified for Day Workers.

**Section 14. Evaporator Maintenance Men.** (a) All

Evaporator Maintenance Men shall be directly responsible to the Chief Engineer or First Assistant Engineer or in their absence to the Engineer in charge.

(b) They shall stand two watches of four hours each per day while evaporators are in use at sea. When evaporators are used in port, watches shall be changed to eight hours on, sixteen hours off.

(c) When evaporators are in use, their work shall be to tend evaporators and other auxiliaries in the evaporator spaces.

(d) When evaporators are not in use, their working rules and hours shall be as follows:

1. At sea working hours shall be from 8 A.M. to Noon, and 1 P.M. to 5 P.M. weekdays, and 8 A.M. to Noon Saturdays. In port, hours shall be 8 A.M. to 12 Noon, 1 P.M. to 5 P.M., Monday through Friday.

2. While on day work in port, they shall be required to perform general maintenance and repair work that is under the jurisdiction of the engine department, but shall not be required to clean boilers, tanks or tank tops, or do any cleaning, sougeeing, scaling or painting. They may be required, however, to do minor sougeeing or spotting up in the evaporator room.

3. At sea when they are on day work they may be required to do maintenance or repair work as outlined in Paragraph 2 above or they may be required to replace oilers, watertenders, or fireman, who are sick, injured or missing. When they are assigned watch duty as oilers, watertenders, or firemen, they shall be paid overtime for watches stood the first Saturday after 12 Noon. Thereafter, they shall not receive any overtime for Saturday afternoon watches while serving continuously as oilers, watertenders or firemen.

4. In port they may be required to assist in taking on water, fuel oil, and engine department stores.

5. At sea when they are on day work and are reassigned to evaporator watches, they shall be paid overtime for watches stood on the first Saturday afternoon. Thereafter they shall not receive any overtime for Saturday afternoon watches when evaporator watches are maintained until arrival at next port.

**Section 15. Deck Engineer's Duties.** (a) It shall be the duty of the Deck Engineer to oil and maintain winches and do maintenance and repair work to deck machinery and deck piping and when electrician is not carried he may be required to care for lights, fuses and overhaul electric fans.

(b) The Deck Engineer shall not be required to do any cleaning or repair work in the engine-room, fire-room, or shaft alley, without the payment of overtime.

(c) The Deck Engineer shall not be required to do any additional work while oiling deck machinery, except for running or breakdown repairs.

(d) Deck Engineer shall oil and maintain winches until midnight on days of arrival and departure. An oiler or engine utility shall be assigned to those duties on all other days after 5 P.M. and before 8 A.M.; however, the oiler (or engine utility) assigned to oil winches from 5 P.M. until midnight shall be knocked off from 4 P.M. to 5 P.M. for supper.

(e) It shall be the duty of the Deck Engineer to turn steam on and off deck machinery and warm up same when deck machinery is needed to handle ship's lines, work cargo, etc.

(f) In freezing weather, if deck machinery is being turned over to keep from freezing, the Deck Engineer or another competent member of the unlicensed personnel shall stand by on overtime hours to turn winches or capstans over to keep from freezing. For such work, he shall receive the applicable overtime rate of pay.

(g) Deck Engineers shall not be required to do any general painting, cleaning paint, wirebrushing, chipping, scaling or polishing work without the payment of overtime.

**Section 16. Duties of Utility Man—Engine Department.** (a) The working hours of the Utility Men shall be the same as working hours for day workers.

(b) They shall be required to assist engineers or deck engineers, etc., in all engine department work.

(c) Utility men shall be required to have qualifications as oilers, watertenders and firemen.

(d) They may be required to replace any unlicensed member of the Engine Department when said member is sick, injured or missing, without the payment of overtime except for the first Saturday afternoon of standing sea watches.

(e) The Utility Men shall not be used to replace any member of the unlicensed personnel except when such member is missing or unable to perform his regular duties due to illness or injury.

(f) All work classed as overtime for wipers during their regular working hours, with the exception of repair work, shall also be classed as overtime for the utility men when performing the same type of work.

**Section 17. Diesel Vessels.**

(a) **Duties of Diesel Oilers on Sea Watch.** They shall make regular rounds on main engines and auxiliaries, pump bilges, clean strainers, watch oil temperatures and pressures. If required, they shall drain oil from piston oil tanks every hour and shall pump up water for gravity. They shall be required to tend small donkey boiler for heating purposes without payment of overtime. However, when boiler is being used for heating cargo oil, an overtime allowance of two (2) hours per watch shall be allowed the Oilers.

(b) They shall do no cleaning or station work but shall be required to leave safe working conditions for

their relief, provided such work shall not be done when Wipers are on duty.

(c) **Duties of Diesel Oilers in Port.** In port, Oilers shall maintain a regular donkey watch. They shall oil auxiliaries, tend small donkey boiler and look after entire plant. Between the hours of 5 P.M. and 8 A.M. Monday through Friday, this work shall be done without the payment of overtime except when cargo is being worked. When cargo is being worked after 5 P.M. and before 8 A.M., the Oiler on watch shall be paid at the regular overtime rate. On Saturdays, Sundays and Holidays, the Oilers on watch shall receive the regular overtime rate.

(d) Oilers shall not be required to do any painting, cleaning paint, wirebrushing, chipping, scaling or polishing work without the payment of overtime.

**Section 18. Duties of Oilers on Sea Watches—Steam.** (a) Shall perform routine duties, oil main engine (if reciprocating), watch temperature and oil circulation (if turbine), oil auxiliaries, steering engine and ice machine. They shall pump bilges and tend water where gauges and checks are in the engine room and no watertenders are carried.

(b) 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 and auxiliaries clean of any excess oil.

(c) On vessels with small cargo refrigeration plants, oilers shall oil plant, but shall not be required to take temperatures. On vessels carrying watch freezers, oilers shall not handle refrigeration plant.

(d) Starting and blowing down evaporator equipment on freighters or vessels that do not carry special evaporator men, shall not be a part of the oilers' recognized duties.

(e) When such equipment is placed in operation, oilers may be required to check the equipment at regular intervals, make necessary adjustments to insure proper and even flow of condensate and salt water, oil and tend any pump or pumps operated in connection with such equipment, without payment of overtime.

(f) When oilers are required to start or blow down evaporator equipment, they shall be allowed one hour for each operation at the regular overtime rate.

(g) On turbine propelled vessels which are certificated as passenger vessels and are carrying passengers, the oiler on the 12 midnight to 4 A.M. watch may be required to assist in blowing tubes, where automatic soot blowers are in use.

(h) Oilers shall not be required to do any painting cleaning paint, wirebrushing, chipping, scaling or polishing work without the payment of overtime.

**Section 19. Duties of Oilers on Day Work—Steam.** Shall assist the engineers in maintenance and repair work in engine room, machine shop, shaft alley and storeroom when located in or adjacent to engine room, provided, however, he shall not be required to do any cleaning of boilers, painting, cleaning paint, polishing work, wirebrushing, chipping, or scaling. Their work shall be confined to maintenance and repair work only.

**Section 20. Ships carrying Both Watertenders and Firemen.** In port, as defined in port time clause, Article II, Section 20, and sea watches are broken, watertenders shall stand all donkey watches and firemen shall be put on day work. When sea watches are set or have not been broken the watertender only shall receive overtime for working cargo after 5 P.M. and before 8 A.M.

**Section 21. Duties of Watertenders on Sea Watches.** (a) Watertenders 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.

(b) Watertenders shall not be required to crack any main or auxiliary steam stop valves. When stops have been cracked, however, they may be opened wide by watertenders.

(c) Watertenders shall not be required to do any painting, cleaning paint, wirebrushing, chipping, scaling or polishing work without the payment of overtime.

**Section 22. Duties of Watertenders in Port.** (a) In port, watertenders shall maintain a regular donkey watch between the hours of 5 P.M. and 8 A.M. without the payment of overtime except when cargo is being worked. When cargo is being worked after 5 P.M. and before 8 A.M. the watertender on donkey watch shall be paid at the regular overtime rate. On Saturdays, Sundays and Holidays, they shall receive the regular overtime rate; donkey watches shall be maintained for the purpose of keeping steam for the auxiliaries, winches and the safety of the ship.

(b) If the ship arrives in port after 5 P.M. and before midnight on such day of arrival the watertender shall continue on sea watches until midnight and shall, in addition to maintaining steam, tend auxiliaries and water and ice machines and be paid for such work at the regular overtime rate until midnight.

(c) Overtime shall not apply as provided in paragraph (b) of this section in cases when the oilers remain on sea watches until midnight on day of arrival.

(d) Watertenders shall not be required to do any painting, cleaning paint, wirebrushing, chipping, scaling or polishing work without the payment of overtime.

**Section 23. Working Cargo.** (a) The watertender, Fireman-Watertender, or Firetube Fireman detailed to look after the plant, shall receive overtime while cargo is being worked with ship's winches at all times between the hours of 5 P.M. and before 8 A.M. and on Saturdays, Sundays and Holidays.

(b) When cranes or other shore equipment is em-



ployed exclusively in the handling of cargo and if the ship's gear and deck machinery is not being used, no overtime will be paid to men on watch except on Saturdays, Sundays and Holidays.

(c) When cranes or other shore equipment is employed for the handling of cargo and the ship's gear and deck machinery is used to trim cargo, conveyors, etc., and ship's steam furnishes the power for such operations, the Watertender or Fireman-Watertender or Fire-tube Fireman on watch will receive overtime after 5 P.M. and before 8 A.M. and on Saturdays, Sundays and Holidays.

**Section 24. Combination Firemen - Watertender's Duties.** (a) They shall be required to watch and tend water, clean burners, strainers, drip pans, punch carbon, keep steam, watch water, watch fuel oil pressure and temperatures and oil fuel oil pumps located in the fireroom only.

(b) On all watches they shall clean up excess oil occasioned by changing burners and strainers and shall leave the fireroom in a safe condition when relieved.

(c) Fireman-Watertender on watch shall be paid overtime when cargo is being worked with ship's winches after 5 P.M. and before 8 A.M. Monday through Friday, and on Saturdays, Sundays and Holidays.

(d) Firemen-Watertenders shall not be required to do any painting, cleaning paint, wirebrushing, chipping, scaling or polishing work without the payment of overtime.

(e) When on donkey watch, Firemen-Watertenders shall be required to keep steam, tend auxiliaries and take care of entire plant, without payment of overtime, except as provided in (c) above.

(f) If the ship arrives in port after 5 P.M. and before midnight, on such day of arrival the firemen-watertender shall continue on sea watches until midnight and shall, in addition to maintaining steam, tend auxiliaries and water and ice machines and be paid for such work at the regular overtime rate until midnight.

(g) Overtime shall not apply as provided in paragraph (f) of this section in cases when the oilers remain on sea watches until midnight on day of arrival.

**Section 25. Duties of Firemen—On Sea Watches (Water Tube Jobs.)** (a) Shall be required to do routine duties of the watch such as keeping 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.

(b) Firemen on watch shall be required to keep their respective stations cleaned and painted between the lowest grating and the floor plates. On vessels with irregular gratings, 10 feet from the floor plates shall be considered the firemen's station limit.

(c) Cleaning work for firemen on watch shall be confined to the hours between 8 A.M. and 5 P.M. weekdays and between 8 A.M. and 12 Noon on Saturdays. Any cleaning work performed outside these hours shall be overtime. However, on all watches, Firemen shall clean up any excess oil occasioned by changing burners and strainers without payment of overtime and not leave it to his relief to clean up.

(d) The practices of fanning tubes, and the use of XZIT and similar preparations shall be classified as general cleaning work and shall be confined to regular cleaning hours.

(e) Blowing tubes shall not be a part of the Firemen's recognized sea duties on ships where tubes are blown by hand. However, the fireman on watch may be required to assist to the extent of helping to open and close breaching doors, and turning steam off and on. Where automatic soot blowers are used, Firemen will handle valves connecting with same.

**Section 26. Duties of Firemen on Day Work (Water Tube Jobs).** (a) In port, firemen on day work shall be required to do general cleaning, polishing and painting work in the fireroom, sponging and blowing tubes and assist the engineers in making repairs to boiler mountings, etc.

(b) They may also be required to wash down steam drums of water tube boilers.

(c) When required to do any cleaning of boilers and fire boxes other than the above, they shall be paid overtime.

**Section 27. Duties of Firemen on Sea Watches (Fire Tube Jobs)** (a) On sea watches, firemen shall perform routine duties, clean burners, clean strainers, clean drip pans, punch carbon, keep steam, watch fuel oil pressure and temperature.

(b) On all watches he shall clean up excess oil occasioned by changing burners and strainers without payment of overtime and shall leave the fireroom at the end of the watch in a safe condition.

(c) Firemen shall not be required to do any painting, cleaning paint, wirebrushing, chipping, scaling or polishing work without the payment of overtime.

(d) If the ship arrives in port after 5 P.M. and before midnight, on such day of arrival the Firemen shall continue on sea watches until midnight and shall, in addition to maintaining steam, tend auxiliaries and water and ice machines and be paid for such work at the regular overtime rate until midnight.

(e) Overtime shall not apply as provided in paragraph (d) of this section in cases when the oilers remain on sea watches until midnight on day of arrival.

**Section 28. Duties of Firemen on Donkey Watches - (Fire Tube Jobs).** (a) Shall keep burners, strainers and drip pans clean on all watches. They shall also clean up excess oil occasioned by changing burners and strainers without payment of overtime and not leave it to his relief. They shall do no boiler work. Their job

shall be to keep steam for the auxiliaries and safety of the ship and take care of the entire plant. When cargo is being worked with the ship's winches he shall receive overtime after 5 P.M. and before 8 A.M., and on Saturdays, Sundays and Holidays.

(b) Firemen shall not be required to do any painting, cleaning paint, wirebrushing, chipping, scaling or polishing work without the payment of overtime.

**Section 29. When Plant is Shut Down.** When vessel is in port and the entire plant is shut down, the Watertender, Fire-Watertender or Firetube Fireman may be placed on day work. His work shall then consist of repair and maintenance work on all boiler mounts and boiler auxiliaries which are located in the fireroom.

**Section 30. Wiper's Duties.** (a) Wipers working hours shall be the same as working rules for day work.

(b) Wipers shall do general cleaning, scaling, sougeeing, painting and polishing work in the Engine Department and take on stores including standing by on water and fuel oil lines.

(c) Wipers shall not be required to paint, chip, sougee, or shine bright work in fireroom fidley except in port.

(d) One wiper shall be assigned to clean quarters and toilets of the unlicensed personnel of the Engine Department daily. Two (2) hours shall be allowed for this work between the hours of 8 A.M. and 12 Noon daily. He shall be allowed two (2) hours for this work on Sundays and Holidays and shall receive two (2) hours overtime.

(e) Wiper may be required to paint crew's quarters upon payment of overtime.

(f) Wipers shall be paid overtime for cleaning fire-sides and steam drums of boilers. He may be required to wash out steam drums with hose without payment of overtime.

(g) Wipers shall be paid overtime when required to clean tank tops or bilges by hand or when required to paint in bilges. However, cleaning bilge strainers, cleaning away sticks or rags shall be considered part of a wiper's duties and shall be done without payment of overtime.

(h) It shall be the duty of the wiper to assist the engineers in blowing tubes. The wiper shall also assist the engineer in putting XZIT and similar preparations and boiler compounds in the boiler.

(i) Wiper may be required to assist in repair work but he shall not be assigned to a repair job by himself without the payment of overtime. This is not to include dismantling equipment in connection with cleaning, such as grease extractors, bilge strainers and evaporators, etc.

(j) Wiper shall be required to pump up galley fuel tank during straight time hours without the payment of overtime.

(k) While vessels are transiting the Panama or Suez Canal one wiper shall be assigned to trim ventilators to insure breeze for men below regardless of whether it is outside of their regular working hours or not. When the wiper performs this work outside his regular working hours, overtime will be allowed.

**Section 31. Storekeepers.** (a) Shall be classified as day workers.

(b) When carried, the storekeeper shall supervise work of the wipers under instruction from the First Assistant Engineer and have charge of storeroom and stores.

(c) Storekeepers shall not be required to do any painting, cleaning paint, wirebrushing, chipping, scaling or polishing work without the payment of overtime.

**Section 32. Hours of Work for Day Workers.** (a) Working hours in port for all men classified as day workers shall be from 8 A.M. to 12 Noon and 1 P.M. to 5 P.M. Monday through Friday. Any work outside these hours or on Saturdays, Sundays or Holidays to be paid for at the applicable overtime rate, except as provided in Article II, Section 3.

(b) Working hours at sea for all men classified as day workers shall be 8 A.M. to 12 Noon and 1 P.M. to 5 P.M. Monday through Friday and 8 A.M. to 12 Noon Saturday. Any work performed outside these hours to be paid for at the applicable overtime rate, except as provided in Article II, Section 3.

**Section 33. New Equipment Not Carried at Present.** In the event the Company secures a type vessel different from those now operated and covered by this agreement or if the Company should install new or different equipment, than that presently in use and covered by this agreement, the Company and Union shall meet immediately to consider working rules to cover such vessel or equipment.

**Section 34. Fire Room - Engine Room Boundaries.** On vessels having no bulkhead separating engine room and fireroom, an imaginary line is to be drawn at after or forward end of boilers, depending on location of boilers, for the purpose of defining engine room and fireroom boundaries. This imaginary line shall not exclude from the duties of the fireman, fireman-watertender, watertender, and oilers any work as outlined in their respective working rules.

Second Cook .....	185.00
3rd Cook .....	175.00
Messman .....	150.00
Utilityman .....	150.00

**MANNING SCALE**

On Hog Island types, Liberties, Lakers and other types not specified in this agreement there shall be carried:

1 Steward	1 Third Cook
1 Chief Cook	1 Steward's Utility
1 Night Cook & Baker	3 Messmen

On Hog Islands and old type vessels when more than three passengers are carried \$2.50 per passenger per day for each passenger in excess of three passengers shall be paid to members of the Stewards Department serving meals and making up rooms.

On Liberties and MAV-1's when passengers are carried \$2.50 per passenger per day shall be paid or a steward's utility shall be added at the option of the Company.

On C-1-2-3 and Victory type ships there shall be carried:

1 Steward	4 Messmen
1 Chief Cook	1 Stewards Utilityman
1 Night Cook & Baker	1 Galley Utilityman
1 Third Cook	

On all C-1-2-3 and Victory type ships carrying up to and including 12 passengers, there shall be carried:

1 Steward	1 Galley Utilityman
1 Chief Cook	4 Messmen
1 Night Cook & Baker	1 Passenger Utility
1 Second Cook	1 Steward Utilityman

On Victory-C-1-2-3 type vessels carrying extra men up to 12 that are served as crew, such as stock tenders, etc., there shall be carried:

1 Steward	1 Galley Utility
1 Chief Cook	5 Messmen
1 Night Cook & Baker	1 Steward Utility
1 Second Cook	

On Victory C-1-2-3 type vessels carrying from 13 to 20 inclusive served as crew such as stock tenders, etc., there shall be carried:

1 Steward	1 Galley Utility
1 Chief Cook	5 Messmen
1 Night Cook & Baker	2 Steward Utility
1 Second Cook	

On Victories C-1-2-3 Vessels that carry over twenty men such as stock tenders, etc., there shall be carried:

1 Steward	1 Third Cook
1 Chief Cook	4 Messmen
1 Night Cook & Baker	4 Steward Utilities
1 Second Cook	

On Liberty and other type cargo ships that are not specified in this agreement that carry extra men up to twelve that are served as crew such as stock tenders, etc., there shall be carried:

1 Steward	1 Third Cook
1 Chief Cook	2 Steward Utilities
1 Night Cook & Baker	3 Messmen

On Liberty and other type cargo ships that are not specified in this agreement that carry extra men from 13 to 20 inclusive that are served as crew such as stock tenders, etc., there shall be carried:

1 Steward	1 Second Cook
1 Chief Cook	4 Messmen
1 Night Cook & Baker	2 Steward Utility

On Liberty and other type cargo vessels that are not specified in this agreement that carry over twenty men such as stock tenders, etc., there shall be carried:

1 Steward	1 Third Cook
1 Chief Cook	4 Messmen
1 Night Cook & Baker	2 Steward Utilities
1 Second Cook	

**Stewards Department Working Rules CARGO VESSELS**

**Working Hours**

Steward—eight hours between the hours of 6:30 A.M. - 6:30 P.M.  
 Chief Cook—8 A.M. to 1 P.M.—3 P.M.—6 P.M.  
 Night Cook & Baker—2 A.M. to 10 A.M.  
 Second Cook—7 A.M. to 1 P.M.—4 P.M.—6 P.M.  
 Third Cook—7 A.M. to 1 P.M.—4 P.M.—6 P.M.  
 Messmen—6:30 A.M. to 10 A.M.—11 A.M. to 1 P.M.—4 P.M. to 6:30 P.M.  
 Steward Utilityman—7 A.M. to 1 P.M.—4 P.M. to 6 P.M.

**Section 1. Routine Work.** (a) The regular routine laid out below shall be carried out within the scheduled working hours as specified above and it shall be the duty of the Stewards Department to organize their work so that it is accomplished within their eight (8) hours per day as scheduled in this agreement. Routine Duties of the Stewards Department shall be to prepare and serve the meals, cleaning and maintaining of the licensed personnel quarters, including the Radio Officer, Purser and Passengers, all dining rooms, mess-rooms, washrooms, galley and pantry, unless otherwise specified in this agreement, no overtime applies to the above routine work.

(b) Routine duty for the Stewards Utility shall include work in storerooms, linen lockers, toilets and

**ARTICLE V Wage And Manning Scales For Stewards Department**

**WAGE SCALE**

Steward .....	\$220.00
Chief Cook .....	205.00
Night Cook and Baker .....	205.00



Stewards Department passageways and do general cleaning within his eight (8) hours as directed by the Steward.

**Section 2. Number of Hours.** No member of the Steward Department shall be required to work over eight (8) hours in any one day without payment of overtime. All work performed at sea on Sundays and Holidays and in port on Saturdays, Sundays and Holidays shall be paid for at the regular overtime rate, except as provided in Article II, Section 3.

**Section 3. Handling Stores.** 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 at the store room doors, meat or chill box doors, Stewards Department shall place same in their respective places and overtime shall be paid to all men required to handle linen or stores. However, daily provision such as fresh vegetables, fruit, milk or bread shall be stored by messmen and/or utilitymen when placed on board, without the payment of overtime provided such work is done within their prescribed eight (8) hours.

**Section 4. Serving Meals Outside of Messrooms.** When any member of the Stewards Department is required to serve anyone outside of their respective messrooms for any reason he shall be paid at the regular overtime rate for time required. However, meals may be served on the bridge to the Master and/or Pilot without the payment of overtime whenever it is necessary for the Master and/or Pilot to be on the bridge for the safety of the ship. The Captain's office or Stateroom shall not be classified as the bridge of the ship. This section shall not be construed to apply to passengers or unlicensed personnel served during regular working hours on account of illness.

**Section 5. Late Meals.** When members of the Stewards Department are required to serve late meals due to the failure of officers eating within the prescribed time, the members of the Stewards Department actually required to stand-by to prepare and serve the late meals shall be paid at the regular overtime rate.

**Section 6. Shifting Meals.** When meal hours are extended for any reason and all of the unlicensed personnel are unable to eat within the regular prescribed time, all members of the Stewards Department required to stand-by to prepare and serve the meals shall be paid at the regular overtime rate for the time meal is extended.

**Section 7. Extra Meals.** (a) When meals are served to other than regular members of the crew, passengers and/or Pilot, fifty cents per meal shall be paid. This is to be divided among the members of the Stewards Department actually engaged in preparing and serving meals.

(b) When food is prepared for persons who do not require the service of messroom, two (2) hours overtime per meal shall be paid for the first group of six (6) persons or fraction thereof and one hour overtime for each four additional persons or fraction thereof. This money is to be equally divided among the galley force.

(c) No extra meals are to be served without the authority of the Master or officer in charge of the vessel.

**Section 8. Extra Persons Sleeping Aboard.** When two or more persons other than regular crew members and passengers sleep aboard, the member of the Steward's Department who takes care of the room shall be paid one hour's overtime per day. This does not apply when a ship carries the required complement to accommodate passengers and the number of extra persons aboard do not exceed the full complement of passengers allowed.

**Section 9. Cleaning Meat and Chill Boxes.** Members of the Stewards Department shall be assigned by the Steward to clean meat and chill boxes and shall be paid at the regular overtime rate for time the work is performed.

**Section 10. Shore Bread.** (a) The Company shall furnish bread from ashore in all Continental U. S. Ports. When bread is not furnished in Continental U. S. Ports within twenty-four (24) hours, the Night Cook and Baker shall be required to make the bread and will be paid three hours overtime for each batch of bread baked.

(b) When a new Baker is employed he may be required to bake a batch of bread, during regular working hours, without the payment of overtime.

**Section 11. Oil Stoves.** Members of the Stewards Department shall not be required to pump oil for the galley range.

**Section 12. Making Ice Cream.** When a member of

the Stewards Department is required to make ice cream he shall be paid at the regular overtime rate for the time required to make the ice cream.

**Section 13. Chipping, Scaling and Painting.** Members of the Stewards Department shall not be required to chip, scale or paint.

**Section 14. Sougeeing.** When members of the Stewards Department are required to Sougee, overtime shall be paid for the actual number of hours worked.

**Section 15. Midnight Meals and Night Lunches.** Members of the Stewards Department actually engaged in serving hot lunches at 9:00 P.M. or midnight or 3:00 A.M. are to be allowed three (3) hours overtime for preparing and serving same.

**Section 16. Shifting Ship.** When a ship is making a shift as prescribed in this agreement, Article II, Section 21, it shall be considered "in port" and overtime shall be paid for all work performed by members of the Steward Department on Saturdays, Sundays and Holidays.

**Section 17. Extra Work due to Absent Members.** (a) When members of the Stewards Department are required to do extra work because a vessel sailed without the full complement required by this agreement or because of illness or injury, the wages of the missing or disabled men shall be divided among the members of the Stewards Department who perform his work. But no overtime shall be included in such wages.

(b) In port, members of the Stewards Department shall be paid overtime for work in excess of eight (8) hours caused by shortage in the Department but there shall be no division of wages because of such shortage.

**Section 18. Minimum Overtime.** When any member of the Stewards Department is called out to work between the hours of 7:30 P.M. and 5:30 A.M., a minimum of two (2) hours overtime shall be paid.

**Section 19. Full Complement.** (a) A full complement of the Stewards Department shall be maintained when the vessel is feeding. This shall not apply when skeleton crew is aboard.

(b) When shortage is caused by termination of Articles or men leaving the vessel, overtime shall be paid as provided in Article V, Section 17, paragraph (b).

**Section 20. Galley Gear.** The Company shall furnish all tools for the galley including knives for the cooks.

**Section 21. Aprons and Uniforms.** White caps, aprons and coats worn by the Stewards Department shall be furnished and laundered by the Company and white trousers worn by the galley force shall be laundered by the Company.

**Section 22. Entering Engine or Fireroom.** Members of the Stewards Department shall not be required to enter the Engine or Fireroom, except as may be required by Article II, Section 3.

**Section 23. Sundays and Holidays at Sea.** All members of the Stewards Department shall receive overtime for work performed at sea on Sundays and Holidays regardless of the number of hours worked per week.

**Section 24. Saturdays, Sundays and Holidays in Port.** All members of the Stewards Department shall receive overtime for work performed on Saturdays, Sundays and Holidays in port, regardless of the number of hours worked per week. This applies only to members of the Stewards Department who are actually on board and work.

**Section 25. Toilets and Bath.** When Stewards Utility is aboard, no member of the Stewards Department who is required to handle food shall be required to clean toilets or bathrooms.

**Section 26. Receiving Stores.** The Steward shall be required to go on dock to check stores or linen without payment of overtime.

**Section 27. Dumping Garbage.** No member of the Stewards Department shall be required to go on dock for the purpose of dumping garbage.

**Section 28. Work not Specified.** Any work performed by the Stewards Department that is not specifically defined in this agreement shall be paid at the regular overtime rate.

**Section 29. Day Work.** (a) When the ship is not feeding and members of the Stewards Department are on day work, the hours shall be 8:00 A.M. to 12:00 noon and 1:00 P.M. to 5:00 P.M.

(b) When members of the Stewards Department are on day work, they may be required to work in store-

rooms, linen lockers, toilets, passengers and officers quarters, messrooms, galley, Steward Department passageways, handle stores and linen placed aboard ship, and do general cleaning without the payment of overtime.

(c) When members of the Stewards Department are on day work, all hands shall be allowed fifteen (15) minutes for coffee at 10:00 A.M. and 3:00 P.M., or at a convenient time near these hours.

(d) When the Stewards Department is on day work, they shall receive one full hour from 12:00 A.M. until 1:00 P.M. for lunch. This hour may be varied but such variation shall not exceed one hour either way, provided that one unbroken hour shall be allowed at all times for dinner or supper when men are on day work. If one unbroken hour is not given, the men involved shall receive one hour's overtime in lieu thereof.

(e) In American ports, the Night Cook and Baker shall work on a schedule between 6:00 A.M. and 6:00 P.M. set forth by the Steward, except on days of arrival.

This agreement is being signed subject to the ratification of the membership of the Union, and in case no notice is given the Company within sixty (60) days from **October 23, 1946**, it shall be deemed ratified by the Union and binding on both parties hereto.

This agreement shall automatically go into effect on **October 23, 1946** for all ships owned and/or bare boat chartered by the Company, in cases where the crew is not signed on articles.

Where the crews are signed on articles the agreement will automatically go into effect on day following termination of the present articles after **October 23, 1946**.

Dated **October 23, 1946**.

Signed by

SEAFARERS INTERNATIONAL UNION  
OF NORTH AMERICA

JOHN HAWK, Secretary-Treasurer  
J. P. SHULER, Ass't Secretary-Treas.  
ROBERT A. MATTHEWS, Hdqrs.  
Engine Department Representative  
PAUL HALL, New York Agent

ALCOA STEAMSHIP COMPANY, INC.  
(Signed) R. P. SCHILLING

A. H. BULL STEAMSHIP CO.  
BALTIMORE INSULAR LINE, INC.  
(Signed) W. A. KIGGINS, Jr.

AMERICAN LIBERTY STEAMSHIP CORPORATION  
(Signed) A. D. RISSMILLER

ARNOLD BERNSTEIN STEAMSHIP CORPORATION  
ARNOLD BERNSTEIN SHIPPING COMPANY, INC.  
(Signed) HENRY G. CORYAT

EASTERN STEAMSHIP LINES, INC.  
(Signed) W. K. IRVING

SEAS SHIPPING COMPANY, INC.  
(Signed) JOSEPH J. CONDON

SMITH & JOHNSON  
(Signed) J. E. FASICK

SOUTH ATLANTIC STEAMSHIP LINE  
(Signed) E. S. TROSDAL, Jr.





# SHIPS' MINUTES AND NEWS



## We Also Gave, Says Female Ship Sponsor

That flourishing war-time racket of ship-launching, recently exposed in the nation's press under screaming, though somewhat belated headlines, made quite a splash.

The ladies — wives, relatives, and you-know-whats of shipyard owners, government officials, etc. — were highly indignant. But so was everyone who read of how these patriotic females cracked a champagne bottle across a vessel's bow, then received a diamond necklace, a sparkling wrist-watch or some other dazzling trinket tagged for several grand. It wasn't pay, just a gesture of appreciation for the two-minute effort. Besides, nobody would mind too much since the trinket's cost was split up among some 130,000,000 Americans.

They did mind, however, but like all investigations embarrassing to persons in high places, it was soon forgotten.

### FAIR DEFENDER

This week a member of the fair sex jumped to the defense of the female who got the better of the fat bargain. She wrote a letter to Time magazine, giving a whole new angle to the matter. We thought it might be interesting to the men who sail the ships, so we're reprinting it herewith:

Sirs: Because of the recent publicity given the gifts of the sponsors of wartime ships, it seems only fair that someone should



mention that the giving was not entirely one-sided.

Many of these women . . . gave to these ships such things as athletic equipment, ship's libraries, silver pitchers and trays, deck chairs, radios, victrolas, etc., and we hope they are still giving pleasure to the men on board the ships today.

Georgina Hicks Mage Pasadena

That kind of changes matters a great deal. We were unaware that seamen were the recipients of such items listed in the foregoing letter. By the way, do you fellows enjoy your shipboard gym; how do you find the deck chairs? Do you keep the victrolas and the records in the ship's libraries? And the silver pitchers and trays . . . oh, well.

Anyway the lady believes in giving tit for tat.

## ALL SHELL-BACKS NOW



The ranks of the Order of Neptune were swelled recently when several of the SS Felix Grundy crewmembers, pictured above, participated in the time-honored sea ritual as the vessel crossed the Equator. In the rear row, at the extreme right, standing next to the King himself is Davy Jones (in real life, Fred Shaia, Chief Steward and recording secretary aboard the Grundy.)

## Skipper's Foresight Whips Malaria Threat On Grundy

The old adage, "an ounce of prevention is worth a pound of cure," was amply illustrated on Voyage No. 14 of the SS Felix Grundy, recently returned to the States, according to the vessel's Chief Steward, Fred Shaia.

While in Buenos Aires, just as the crewmembers were making ready to leave for Douala, their next port of call, word came to the Grundy that the West African port was malaria infested. It was reported that a number of Seamen had died there from the effects of malaria.

With an eye to averting possible infection aboard the Grundy, the Skipper, Captain Bagley, went through a great deal of trouble to acquire adequate malaria preventives for his crew. Not without considerable difficulty, he finally succeeded in getting mosquito netting and a suf-

ficient quantity of quinine, Brother Shaia said.

Despite the preventive measures, five cases of malaria broke out among the crew when the Grundy did get to Douala. But, Shia said, Captain Bagley distributed the quinine freely, and the outbreak did not assume any greater proportions.

At the final shipboard meeting on the Grundy, the crew passed a motion thanking Captain Bagley "for the kindness and thoughtfulness he has shown on this four-month trip." He has "proven himself worthy of compliment beyond mere words," the motion stated, adding that all the men were fully aware of the amount of trouble the skipper encountered in his efforts to procure the protective devices, and of the "many more good deeds he performed" in the crew's behalf.

## The Castle Men Act To Aid Next Crew

The SIU crew of the SS Montezuma Castle follows closely the Union rule that all crews leave their vessels in shipshape condition for the men who take over on the next trip.

Rating major attention at a recent membership meeting were several suggested steps to benefit the next crew of Seafarers to man the vessel. All were accepted. The suggestions, proposed by Black Gang Delegate Alvin Vandeventer, who asked the crew to aid in carrying them out, were:

1. A list be made of all needed repairs, replacements, accessories, etc.
2. Fo'csles be left in clean condition.
3. That the Steward turn over to the Patrolman a duplicate of the order for stores and supplies.
4. That an effort be made to have the gunners' quarters aft on the boat deck converted into a recreation room for the crew members.

5. That Delegates take up all trip cards and book numbers for presentation to the Patrolman.

6. That the men repay all small debts, and money borrowed from other shipmates.

Brother Vandeventer also urged the men to remain sober and conduct themselves as Seafarers at the payoff.

### URGENT REPAIRS

Of the repairs cited as necessary, the following were submitted as requiring urgent attention: fumigation of the ship, complete overhaul or replacing of the galley ranges, replacement or retinning of all cooking utensils in galley, renovation of all mattresses with replacement where necessary, fixing of the hole in Wiper's fo'c'sle, repair or replacement of

seats in crew messhall, repairs of all lockers in poor condition, acquisition of a sufficient supply of face towels for a 90-day voyage and repair of the ventilation system in the Stewards department heads.

The oppressive tactics of the Coast Guard, and the recently rumored plan to form a maritime reserve organization were objects of scathing attacks by several crew members at the meeting. Brother Blazer attacked the proposed maritime reserve as a potential strike-breaking agency. He urged every member of the crew to write to his Congressman protesting formation of such a reserve. Similar action was recommended to apprise Congress of the Coast Guard's bullying measures against merchant seamen.

Blazer's recommendations for action were supported by Brothers Himler and Vandeventer.

### GALLEY MEN PRAISED

A resolution in praise of the Steward department's "splendid cooperation" was presented by Brother Himler, Deck Delegate, and was unanimously adopted. The resolution pointed up "the good service" rendered by the galley men. Special mention was made of the efforts of the Chief



Cook, 2nd Cook, messmen and utility men. Chief Steward John Cuthrell, for "his untiring efforts to keep peace and harmony, not only in his own department, but in the other departments as well," was cited as a good Union man and "true shipmate." He was accorded a vote of thanks by all hands.

Following the customary minute of silence in memory of departed Brothers, the meeting was adjourned. J. A. Hammond served as chairman, and Walter Blazer was recording secretary.

## Digested Minutes Of SIU Ship Meetings

**WEBB MILLER, Aug. 9—** Chairman Galindy; Secretary Parady. New Business: Delegates reported everything okay. Motions carried to let OS and Wipers decide how to clean alleyways; that meeting be held every other Sunday; that crewmembers clean laundry room after using; that crewmembers be required to wear shirts in messhall. Delegates to hand in list of repairs. In meeting of Aug. 6, Brother I. Galindy elected as Delegate.

### Lights Out— All's Not Well

The guys on the SS Helen just can't see the light. It's not faulty vision, either, because the men recognize a beef when they see one.

The point is the Helen men object to being kept on the dark. Unlighted passageways and ladders on the ship are fraught with dangers to life and limb, and at a recent shipboard membership

meeting the crew brightly thumped away on this state of things. A motion carried to inform the Ch. Engineer that all lights in passageways and at ladders must be kept burning all night. If not the responsible parties will be brought on charges before the local inspectors.



**CAPE HATTERAS, Sept. 2—** Chairman Luciano; Secretary Eraco. All crewmembers in good standing. Motions carried: to enlarge porthole in galley and open porthole outside; to have ventilation system throughout ship repaired; to have locks changed in doors of all unlicensed personnels as one key opens all; to have Deck Department toilets repaired; to change oilers rooms from star-

board to portside. Repairs needed: painting of rooms, new perculators, porthole fans, new mattresses for Junior Engineers rooms, anti-roach powder to be obtained.

### Bottoms Up On Monroe Agenda

We were almost bowled over by an item as we went through a recent set of ship's minutes. We were all for it, however. It sort of signals the approach of a style-conscious on the part of seamen.

The item, from the minutes of the SS Monroe, reads:

"Motion carried: that new type toilet bowls and seats be placed in all seamen's toilets aboard ship."

That motion sets well with us, too. But how about the Sears and Roebucks catalog?

**FELIP DE BASTROP, Aug. 11—** Chairman Calvin Nickelson; Secretary Gordon Howe. New Business: Suggestion that

everyone who uses the wash room will clean it and be sure that the steam and water are turned off. The matter of the Recreation Hall came up and it was decided that each department would clean it by turn of one week each. The crew also agreed to put their coffee cups back after using them. The Crew Messman asked that the crewmembers refrain from putting orange peelings in the cups and on the tables. The crew is to keep its quarters clean as the Captain is going to make daily inspections.



# THE MEMBERSHIP SPEAKS



## What Bone-Breakers Did Shouldn't Happen To A Dog

Dear Editor:

The Maritime Service has announced that it wants to put all seamen through a special training program "to increase their efficiency." After the examples of maritime training we saw during the war, God help the merchant marine if they put this one over.

Typical of their training are the bonebreakers and gut-robbers they turned out as "pharmacist's mates." These band-aid artists generally couldn't tell Jergen's lotion from Cupid's itch. I can speak of these orphan-makers from personal experience.

I got hurt in a blow one time and the boys carried me up to this death-promoter collecting extra dough for being a pharmacist's mate. He turned white as a sheet and told me he was afraid of blood. I sat there dying while he explained his course hadn't included that type of injury. Finally, I reached over for the iodine and did the job myself.

### MADE HIM RUN

Another one had a medical theory that all illnesses of the human body are caused by constipation. He prescribed Ex-lax



for all complaints no matter what the symptoms were. However, this did work on one guy with an infected foot, cause it certainly had him running. As for the other trainees, one experience will illustrate.

We had just moved out of port with one of their ABs on the wheel. When he got off he

## BROTHER REQUESTS MAIL FROM SEAFARERS

Dear Editor:

August Sperry told me to write to you and that you would be sure to send me the Log regularly.

I am a TB patient in a Florida State Hospital and I would like to hear from some of my buddies. They say here that I won't be able to go to sea again, but I would like to keep in touch with things anyway.

So, if you will send me the Log, and mention in the paper that I'd be glad to receive mail from the boys, I would appreciate it very much.

William E. Holby  
Ward B  
Dade County Hospital  
Kendall, Fla

(Editor's note: Your name has been placed on the mailing list. The Log should be coming along soon.)

walks up to me and says: "Aren't modern ships mechanical! The Captain just turns that little handle and the ship goes half-speed or backwards, or anything!"

And I had just changed 18 dirty burners. Blackout.

These sea-finks are the direct heirs and executors of the old Shipping Board of the last war which had its own maritime service, pretty uniforms and all. They used it to break the seamen's unions in the '21 strike. You can't talk fast enough to make me believe the Shipping Board a la 1946 wouldn't do the same.

### WHAT WAS MEANT?

In 1944, Admiral Land told a bunch of shipowners: "The U.S. Maritime Service is the foundation on which the future of the Merchant Marine is built." I don't know what he meant by this if he didn't mean substituting this disciplined, uniformed "service" for independent, union seamen.

These sit-down sailors have been wearing those portugese uniforms and calling each other "Admiral" and "Commodore" so long they are beginning to think they are the real thing. They dream at night of commanding great fleets of ships manned by the Maritime Service. I advise these guys to start sleeping with their hands outside the covers.

### SPECIAL SPOT

There are powerful people in this country who would like to see the ships manned by this semi-military organization in true Navy style, with such things as overtime and hiring halls unheard of. Maybe these guys don't know that the SIU keeps a private graveyard, where there are many tombstones inscribed "WSA Medical," "Competency Cards," "WSB," etc.

I would like to see us start digging a plot for the Maritime Service. I don't think the ocean is big enough for them and us, too. We'd do well to study some plan for giving them the deep six.

"Steamboat" O'Doyle

## GET LOG ROLLING, SAYS EAGER READER

Dear Editor:

On August 16, 1946, I applied through the Patrolman in Philadelphia for the Seafarers Log to be sent to my home. Since then I've written to the New York Hall regarding this request, and as yet I haven't received any reply. I would appreciate it if you would look into this matter for me.

H. E. Murphy  
Lakewood, O.

(Editor's note: Due to the large number of requests for the Log there is usually a delay of a few weeks until the Log reaches you. We have looked into the matter and you should receive the Log very shortly.)

## STRIKE-BOUND WEST COASTER



Among the vessels tied up at Marcus Hook, Pa., during the SIU's recent general strike was a West coast visitor, the SS W. R. Grace. Seafarer Red Fisher took this shot of the idle ship.

## SHIRKERS BURDEN BROTHERS, HURT UNION'S PRESTIGE

Dear Editor:

Being a young member of this organization, and being a journeyman member of the International Brotherhood of Electrical Workers, I was very much surprised at the actions and attitude of some of the members who are sailing.

Needless to say, it is well known that the inaptitude of some, though they are in the minority, brings an added burden on others without being paid for said added work, unless, of course, the men involved are logged for the non-performance of duty. Being logged for such a thing reflects back on the membership. Therefore, members must control all such actions—because they are members of the SIU.

### RECONVERSION

Reconversion to peacetime status is now in full swing; therefore, members who are not inclined to work, unless driven, must understand that the efficiency and ability of the SIU to furnish fully qualified men will be jeopardized. The trend of action in these cases must be that men so shirking duty or showing inaptitude for their respective jobs should, if tripeared men, be expelled, and if book men be brought on charges before the membership.

It is well to realize that the war is over. Peacetime brings on the call for men of the highest qualifications. If this condition is not met, all that has been gained by our able board of strategists will be lost and those having contracts with us will lose faith in our ability to fulfill our obligations.

The above may sound provoking, but it is the plain fact from the observations I have made in the few months I have been privileged to be a member of this splendid organization. Norfolk, Va.

W. LaChance

### A Would-Be

By I. H. Pepper  
If my attempts at Poetry  
Seem utterly too bad to thee—  
Have the heart to pity me,  
And I'll give you my sympathy.



## GETTING UP STEAM ON THE WILLARD IS A NOISY JOB

Dear Editor:

The crew of the SS Daniel Willard would like this letter to appear in the Log as a memory of our trip which took us to Antwerp, back to a place called Dingwall, Nova Scotia, then return to the States, where we were to stop at Savannah.

We left Philly August 29 with a Black Gang that were all full book members with the exception of one man. When we left, the cranks in the engine room were hammering like the devil, and the crossheads were even hotter than hell. Steam was leaking all over the engine room, and the first four watches were like a nightmare for the Oilers. The First Assistant swore up and down that when we arrived in Antwerp we were going to give her hell and fix the engine up.

### ROUNDUP

Well, when we arrived in port the boys topside got a smell of something and forgot all about the engine. We were to leave there on a Monday noon but the company agent got the sailing



orders all fouled up and had to go from gin mill to gin mill and from scratch house to scratch house to round us all up like sheep to the slaughter.

We left with the engines in the same condition to be fixed at the next port, where we are now. We have no tools to work with, but as our Deck Engineer, Brother Maricano would say, "do the best you can with the tools you got"—which include one sledge hammer, two screw drivers, one pipe wrench.

The deck gang are all okay and you can't find better leading than that of the Steward, C. Gordano, who is a good head, and our Chief Cook, Ted Rosenberg. The Bosun got involved with the customs on

## Log-A-Rhythms

### Thy True Self

By Vic Combs

Like the break of the waters,  
Like the turn of the tides,  
In spiritual being,  
Thy true self bides.

In struggles and strife,  
That change the course  
Of thy bearings in secrecy,  
And in mutual source.

Tis not thy soul that is lost,  
Nor thy mind,  
But rather thy heart that  
Thou cannot find.

Tis life and retribution  
That guideth the way,  
Thus forming a wall—  
A barrier of clay.

Tis darkness that dims thine eyes  
To true light,  
Through the lingering hours,  
Thou fearest the night.

Tis because of experience  
Thou art like the sea,  
And yield to the tempest  
In which bitterness flee.

But neath the depth of thyself,  
Where human pauses exist,  
Thou needest conscious feeling  
Thru the fog and the mist.

Tis not that you are doomed  
Nor thy soul that reveals,  
But rather thy heart, my friend,  
That thy true self reveals.

## 3-FAMILY HOUSE FOR SALE BY SIU MEMBER

Dear Editor:

For the information of any Seafarers who may be interested, or who knows of anyone interested, in buying a house, I have a good buy available.

It is a three-family house, with the latest in bathroom fixtures, plus the facilities for good living conditions. The building is heated by a new, modern oil burning central heating plant.

Price for the three-family house is \$11,000.

Parties who are interested may inquire at 772 Jackson Ave., (corner 158th St.) Bronx, New York or may see Ernesto V. Erazo, member of the Strike Clearance and Records Bureau, 3rd floor, SIU Hall, 51 Beaver St., New York City.

Ernesto V. Erazo

some cigarettes, but the crew knows he was framed by those phony jerks. So if you guys ever go to Antwerp, watch out for those bums.

Last but not least is our Skipper, who is, as the crew will say, one of the best Captains they have sailed with in a long time. He is Capt. T. Hostetter.

We are to leave here for Savannah in a couple of days. Nothing more can happen than what has already happened, so we proceed. Thanks for listening.

Tony Zarraga  
Engine Delegate





# BULLETIN BOARD

## MONEY DUE

### SS WILLIAM NOTT

Crew repatriated on SS Moor-ing Knot can collect repatriation bonus by writing to Mr. R. H. Becker, c/o William Diamond SS Co., 262 California St., San Francisco, California.

\*\*\*

### SS ELDRIDGE GERRY

The entire Deck Department of this vessel which paid off in Boston on Oct. 25, 1946 can collect the 36 hours overtime due them by writing to the Paymaster, c/o Coastwise Pacific Far East Co., 222 Sansome St., San Francisco 11, Calif.

The members who were present at the United States Line agent's office the following morning have already collected this money.

\*\*\*

The following companies are about ready to pay the retroactive wages as a result of the new contracts:

Robin Lines, at once; American Range, at once; Smith and Johnson, one week; American Hawaiian, at once; Bull Lines, company ships at once; WSA ships being paid alphabetically—now up to 'C'; Alcoa, in two weeks; Mississippi, in two weeks; South Atlantic, mailing checks out now. Overlakes, in three weeks; Waterman, in one month; Calmar, still negotiating.

To collect the money, you must either write to the company or go up to the office. In the case of Mississippi, a visit to the New Orleans office will do the trick.

## PERSONALS

### DUKE HIMLER

Please get in touch immediately with Second Cook Walter Blazer, 5225 14th Ave., Brooklyn 19, N. Y.

\*\*\*

### DENNIS PATENAUDE

Your father is very ill and wants you to contact your family.

\*\*\*

### WALTER S. BLAZER

Your letter was turned over to New York Branch for action.

\*\*\*

### BUD RAY

Please get in touch with headquarters in New York.

\*\*\*

### PEDRO CRUZ

Get in touch with attorney Richard M. Cantor, 51 Chambers Street, New York City.

\*\*\*

### JAMES GIVIN TREASE Z-486441

A billfold containing money and papers, and bearing your name, the address 2811 West Chestnut Ave., Altoona, Pa., has been found. You may recover it by writing to S/Sgt. Joseph J. Weinert, Dept. E-3113, Signal Service Co., Camp Phillip Morris, Le Havre, France.

# What Has Happened To Famous Seagoing Characters, He Asks

By LOUIS GOFFIN

In all the years of sailing, with various guys and on all types of ships, I have met many characters who made the seagoing life interesting, and at some times, unbelievable.

It is possible to go on for hours relating some of the tales, but here are two of the best.

Take for instance the Pipestone County and the Bosun, Rope Yarn Andy. Now the Pipestone County had reputation among all seamen, and was well known to the shady women from Le Havre to Singapore. But Andy was the most outstanding of all the men who ever sailed her.

He was tattooed from head to foot, with everything from birds to battleships. His sideline was to make a little extra cabbage by posing for the passengers, stripped to the waist. They got a



thrill out of photographing a real live seaman, and Andy made himself a smart piece of change, and just by standing still.

## A PROBLEM, BUD?

The life of the present day seaman is difficult and often very complicated. He is at the mercy of unscrupulous companies, government agencies, brass hats and human sharks of various descriptions, everyone trying to take advantage of him. If he happens to know some of his rights, he is sneeringly referred to as a Sea Lawyer.

A Special Services Dept. of the Union has been set up to consult with you on all your problems involving the Coast Guard, Shipping Commissioners, Unemployment Insurance, personal injury claims, your statutory rights when you become ill aboard ship, Immigration Laws, and your dear, beloved Draft Board.

If you happen to be in New York, contact us personally, or if you are out of town, write and you will receive a prompt reply.

Address all mail to SPECIAL SERVICES, 51 Beaver Street, New York 4, N. Y. Your Union is your shoreside contact. USE IT'S FACILITIES.

The Skipper finally caught wind of it, and so Andy's little racket was broken up. Poor Andy was forced to wear a shirt. This was too much for him, and so he announced that he would only sail freighters, where a man doesn't have to wear a shirt if he doesn't want to.

Andy got his nickname from the way he always used to carry rope yarns from all parts of his body. They hung from his belt, peeked out from under his hat, and stuck out of all of his pockets. Anything that needed lashing was lashed by one of Andy's yarns, and when he quit the ship, he took all the yarns with him. The boat almost feel apart until all the rope yarns were replaced.

### ONE MORE

In the early 1920s I sailed on a Tanker with a fellow named Whitey Nelson. In my humble opinion, this bird is the best sailor I ever sailed with. He was a quiet guy, and so when he would break loose, it made it all the more funny.

Somedays, in Havana, he would get all gassed up on straight alcohol, then he would go for the nearest porthole, and jam his head through it. How the hell he managed it, we never could find out, but he did it more than once. Each time we had to burn

the plate off so that we could release him.

When he was finally released, he would come up on deck and challenge everyone of us to a swim. Then over the side he'd go, and right into the sharks and other dangers of Havana waters. We had no time to lower a boat, so a few men jumped in after him. They had quite a battle to subdue him, but finally they would get him on board.

After he sobered up, he denied that he pulled such a performance, and for the rest of the trip he would go around saying that the crew had it in for him, or else why would they circulate such stories about him? Even showing him the burned plate didn't convince him.

Such characters at sea made life worth living—certainly the pay and conditions did not. How about you other Brothers writing your experiences with characters and sending them on to the Log? I'm sure the Log will find space to print all the interesting ones.

(Editor's note: You bet we will. Send in the stories about men you sailed with, and what they did to make the trip seem shorter, or else write in about the men you remember best because of their screwball personalities.)

## SIU HALLS

- BALTIMORE ..... 14 North Gay St. Calvert 4539
- BOSTON ..... 276 State St. Boudoin 4455
- BUFFALO ..... 10 Exchange St. Cleveland 7391
- CHARLESTON ..... 68 Society St. Phone 3-3680
- CHICAGO ..... 24 W. Superior Ave. Superior 5175
- CLEVELAND .. 1014 E. St. Clair Ave. Main 0147
- CORPUS CHRISTI .. 1824 Mesquite St. Corpus Christi 3-1509
- DETROIT ..... 1038 Third St. Cadillac 6857
- DULUTH ..... 531 W. Michigan St. Melrose 4110
- GALVESTON ..... 305 1/2 22nd St. 2-8448
- HONOLULU ..... 16 Merchant St.
- HOUSTON ..... 1515 75th Street. Phone Wentworth 3-3809
- JACKSONVILLE ..... 920 Main St. Phone 5-5919
- MARCUS HOOK ..... 1 1/2 W. 8th St. Chester 5-3110
- MOBILE ..... 7 St. Michael St. 2-1754
- NEW ORLEANS ..... 339 Chartres St. Magnolia 6112-6113
- NEW YORK ..... 51 Beaver St. HANover 2-2784
- NORFOLK ..... 127-129 Bank Street 4-1083
- PHILADELPHIA ..... 9 South 7th St. Phone LOmbard 3-7651
- PORT ARTHUR ..... 445 Austin Ave. Phone: 2-8532
- PORTLAND ..... 111 W. Burnside St.
- RICHMOND, Calif. .... 257 5th St.
- SAN FRANCISCO ..... 105 Market St. Douglas 5475-8363
- SAN JUAN, P. R. .... 45 Ponce de Leon San Juan 2-5996
- SAVANNAH ..... 220 East Bay St. 3-1728
- SEATTLE ..... 86 Seneca St. Main 0290
- TAMPA ..... 1809-1811 N. Franklin St. M-1322
- WILMINGTON ..... 440 Avalon Blvd. Terminal 4-3131
- VICTORIA, B. C. .... 602 Boughton St.
- VANCOUVER ..... 144 W. Hastings St.



### PHILADELPHIA

INDIVIDUAL DONATIONS  
SS Coastal Stevedore—\$17.00.  
T. Laiama, \$2.00.

### NEW YORK

#### SS MARIN HILL

J. C. Hundahl, \$2.00; A. J. Carlson, \$5.00; P. Tolbert, \$5.00; E. T. Mikesch, \$1.00; J. D. Womack, \$1.00; J. Rogert, \$1.00; B. E. Harris, \$1.00; W. Young, \$3.00; R. E. Sutton, \$1.00; C. P. Neugent, \$1.00; J. Hayes, \$1.00; W. F. Waldrop, \$1.00; H. A. Vaughan, \$1.00; J. O. Grice, \$2.00; H. A. Menhardt, \$1.00.

#### SS ALCOA PARTNER

A. Pedro, \$2.00; T. Wabolls, \$2.00; W. Patterson, \$2.00; Jules C. Hensley, \$2.00; Roger Woodward, \$2.00; C. Pugh, \$2.00.

#### SS WARRIOR

W. T. Harderman, \$2.00; J. L. Wolfe, \$2.00; H. M. Fischer, \$4.00; J. T. Taylor, \$3.00; H. L. Suddreth, \$3.00; R. M. Gentry, \$2.00; J. L. Webb, \$2.00; G. Johnson, \$2.00; J. Jimmez, \$2.00; P. S. Payne, \$1.00; O. R. Richardson, \$3.00.

#### SS TOPA TOPA

E. L. Ferrer, \$12.00; R. A. Howard, \$5.00; J. R. Trawick, \$2.00; J. W. McNellogg, \$1.00; P. L. Borthioune, \$1.00; D. C. Hilton, \$1.00; W. P. Palmer, \$2.00; T. R. Danzy, \$1.00; H. H. Patterson,

The boys in the New Orleans hospital want to thank the crewmembers of the SS Capstan Knot and the SS Del Mundo for their generous contributions. The crew of the Del Mundo also contributed to the Brothers at Fort Stanton Hospital.

Jr., \$1.00; W. Jefeaat, \$1.00; J. A. Strickland, \$2.00; J. P. Roussel, \$1.00; J. Compton, \$6.00.

#### SS CAPE TEXAS

R. Lawrence, \$1.00.

#### SS ROBIN LOXLEY

Julius M. Bang, \$1.00.

#### INDIVIDUAL DONATIONS

A. Anderson, \$2.00; M. Lorenzo, \$1.00; T. Drzewicki, \$1.00; B. Taffewitz, \$2.00; J. T. Morton, \$5.00; P. V. McGilberry, \$1.00; E. D. Scroggins, \$4.00; G. Craig, \$1.00; E. E. Smet, \$1.00.

### NORFOLK

#### INDIVIDUAL DONATIONS

Ei R. Chappel, \$11.00; Ei R. Wilkerson, \$11.00; K. F. Clausen, \$2.00; S. Green, \$10.00; E. J. Miller, \$11.00; J.

D. Wise, \$13.00; B. W. Biggs, \$11.00; H. W. Knight, \$11.00; Book No. 7178, \$13.00; W. Fishbeck, \$11.00; R. Boyett, \$11.00; B. Boatler, \$10.00; A. Sepp, \$11.00; K. Rose, \$13.00; J. L. Poole, \$11.00.

O. P. Smith, \$10.00; H. Dean, \$11.00; J. McMahon, \$11.00; W. Bellaus, \$11.00; I. A. Thomas, \$11.00; J. Kaplan, \$11.00; J. W. Short, \$10.00; A. F. Carter, \$11.00; B. E. Baker, \$10.00; J. Wichartz, \$13.00; C. M. Kellogg, \$11.00; E. W. Ackiss, \$11.00; F. Palume, \$11.00; J. F. Boyce, \$12.00; L. L. Owens, \$12.00; L. Bruno, \$13.00; L. Applegate, \$50.00; D. E. Treabway, \$10.00; J. Anderson, \$13.00; J. E. Vieres, \$13.00.

E. Balboa, \$11.00; J. S. Melita, \$11.00; E. Oppel, \$13.00; H. Broun, \$11.00; J. Saiaid, \$11.00; T. Dicarlo, \$12.00; C. Kenshaw, \$11.00; J. Walker, \$11.00; J. Niemiera, \$11.00; C. Stalsworth, \$11.00; G. Pettus, \$10.00; E. Ward, \$11.00; J. D. Hazen, \$10.00; F. Newcomer, \$11.00; S. Gang, \$10.00; C. Zinn, \$11.00; A. Sauick, \$10.00; R. H. Balck, \$11.00; A. Henkins, \$10.00; B. Mada, \$10.00; J. Miller, \$9.00; W. Conlson, \$11.00; P. Mamas, \$11.00; B. Brickman, \$11.00; A. Dickenson, \$10.00; M. Applegreen, \$10.00; J. Myhne, \$11.00; E. Ledde, \$10.00; S. Griffith, \$11.00; P. Chattey, \$13.00.



# Study This Ballot — You'll Be Voting It

## Seafarer's International Union of North America

ATLANTIC & GULF DISTRICT

1946 ELECTION OF OFFICERS FOR 1947

VOTING PERIOD NOVEMBER 1st THROUGH DECEMBER 31, 1946

**INSTRUCTIONS TO VOTERS** — In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein your vote for such office will be invalid.

**YOU MAY WRITE THE NAME OF ANY MEMBER WHOSE NAME DOES NOT APPEAR ON THE BALLOT IN THE BLANK SPACE PROVIDED FOR THAT PURPOSE UNDER EACH OFFICE.**

Do not use a lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted.

**MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.**

<b>SECRETARY-TREASURER</b> Vote for One	
<input type="checkbox"/>	JOHN HAWK, No. 2212
<input type="checkbox"/>	
<b>ASSISTANT SECRETARY-TREASURER</b> Vote for One	
<input type="checkbox"/>	J. P. SHULER, No. 101
<input type="checkbox"/>	
<b>BOSTON AGENT</b> Vote for One	
<input type="checkbox"/>	THOMAS (ROCKY) BENSON, No. 7297
<input type="checkbox"/>	JOHN MOGAN, No. 216
<input type="checkbox"/>	
<b>BOSTON JOINT PATROLMAN</b> Vote for One	
<input type="checkbox"/>	STEPHEN CARR, No. 22217
<input type="checkbox"/>	STANLEY R. GREENRIDGE, No. 1863
<input type="checkbox"/>	THEO. (RED GRIFF) GRIFFITHS, No. 115
<input type="checkbox"/>	EDDIE A. PARR, No. 96
<input type="checkbox"/>	JAMES E. SWEENEY, No. 1530
<input type="checkbox"/>	
<b>NEW YORK AGENT</b> Vote for One	
<input type="checkbox"/>	PAUL HALL, No. 190
<input type="checkbox"/>	
<b>NEW YORK DECK PATROLMAN</b> Vote for Two	
<input type="checkbox"/>	JOE ALGINA, No. 1520
<input type="checkbox"/>	E. (SKIPPY) GUSZCZYNSKY, No. 3100
<input type="checkbox"/>	JAMES SHEEHAN, No. 306
<input type="checkbox"/>	
<b>NEW YORK ENGINE PATROLMAN</b> Vote for Two	
<input type="checkbox"/>	JAMES PURCELL, No. 27124
<input type="checkbox"/>	J. H. VOLPIAN, No. 56
<input type="checkbox"/>	
<b>NEW YORK STEWARD PATROLMAN</b> Vote for Two	
<input type="checkbox"/>	RAMON E. GONZALES, No. 174
<input type="checkbox"/>	HOWARD GUINIER, No. 478
<input type="checkbox"/>	WILLIAM HAMILTON, No. 3400
<input type="checkbox"/>	CHAS. L. STEVENS, No. 7036
<input type="checkbox"/>	
<b>NEW YORK JOINT PATROLMAN</b> Vote for Two	
<input type="checkbox"/>	ROBERT (RED) BUNCE, No. 7163
<input type="checkbox"/>	JIM DRAWDY, No. 28523
<input type="checkbox"/>	LOUIS GOFFIN, No. 4526
<input type="checkbox"/>	JOE UDILJAK, No. 7163
<input type="checkbox"/>	

<b>PHILADELPHIA AGENT</b> Vote for One	
<input type="checkbox"/>	E. S. (EDDIE) HIGDON, No. 182
<input type="checkbox"/>	JAS. TRUESDALE, No. 3517
<input type="checkbox"/>	
<b>PHILADELPHIA PATROLMAN</b> Vote for One	
<input type="checkbox"/>	CHARLES H. BUSH, No. 127
<input type="checkbox"/>	
<b>BALTIMORE AGENT</b> Vote for One	
<input type="checkbox"/>	WM. McKAY, No. 8
<input type="checkbox"/>	WM. RENTZ, No. 26445
<input type="checkbox"/>	
<b>BALTIMORE DECK PATROLMAN</b> Vote for One	
<input type="checkbox"/>	REX E. DICKEY, No. 652
<input type="checkbox"/>	
<b>BALTIMORE ENGINE PATROLMAN</b> Vote for One	
<input type="checkbox"/>	E. (ONE-EYED PETE) DiPIETRO No. 35
<input type="checkbox"/>	G. (CURLY) MASTERTON, No. 20297
<input type="checkbox"/>	
<b>BALTIMORE STEWARD PATROLMAN</b> Vote for One	
<input type="checkbox"/>	JOHN (HOGGIE) HATGIMISIOS, No. 23434
<input type="checkbox"/>	
<b>NORFOLK AGENT</b> Vote for One	
<input type="checkbox"/>	PETER GAVILLO, No. 21001
<input type="checkbox"/>	RAY WHITE, No. 57
<input type="checkbox"/>	
<b>NORFOLK JOINT PATROLMAN</b> Vote for One	
<input type="checkbox"/>	BEN REES, No. 95
<input type="checkbox"/>	
<b>CHARLESTON AGENT</b> Vote for One	
<input type="checkbox"/>	EARL (SNUFFY) SMITH, No. 20057
<input type="checkbox"/>	ERNEST B. TILLEY, No. 75
<input type="checkbox"/>	
<b>SAVANNAH AGENT</b> Vote for One	
<input type="checkbox"/>	WM. J. BRANTLEY, No. 111
<input type="checkbox"/>	CHARLES STARLING, No. 6920
<input type="checkbox"/>	JAS. L. TUCKER, No. 2209
<input type="checkbox"/>	
<b>JACKSONVILLE AGENT</b> Vote for One	
<input type="checkbox"/>	JAMES H. HANNERS, No. 256
<input type="checkbox"/>	

<b>TAMPA AGENT</b> Vote for One	
<input type="checkbox"/>	CLAUDE (SONNY) SIMMONS, No. 363
<input type="checkbox"/>	
<b>MOBILE AGENT</b> Vote for One	
<input type="checkbox"/>	LUDIE (LUKE) COLLINS, No. 5
<input type="checkbox"/>	JOHN W. PRESCOTT, No. 114
<input type="checkbox"/>	CAL TANNER, No. 44
<input type="checkbox"/>	
<b>MOBILE JOINT PATROLMAN</b> Vote for Two	
<input type="checkbox"/>	JAS. (BLACKIE) CARROLL, No. 14
<input type="checkbox"/>	ROBERT JORDAN, No. 71
<input type="checkbox"/>	L. F. (WHITEY) LEWIS, No. 2029
<input type="checkbox"/>	JEFFERSON MORRISON, No. 34213
<input type="checkbox"/>	WILLIE C. (BILL) THOMAS, No. 12
<input type="checkbox"/>	PAUL (HAYWIRE) WARREN, No. 114
<input type="checkbox"/>	
<b>NEW ORLEANS AGENT</b> Vote for One	
<input type="checkbox"/>	STEELY WHITE, No. 56
<input type="checkbox"/>	
<b>NEW ORLEANS ENGINE PATROLMAN</b> Vote for One	
<input type="checkbox"/>	LOUIS (BLACKIE) NEIRA, No. 26393
<input type="checkbox"/>	C. J. (BUCK) STEPHENS, No. 76
<input type="checkbox"/>	
<b>NEW ORLEANS DECK PATROLMAN</b> Vote for One	
<input type="checkbox"/>	C. E. GIBBS, No. 2341
<input type="checkbox"/>	JOHNNY JOHNSTON, No. 58
<input type="checkbox"/>	CHARLES KIMBALL, No. 52
<input type="checkbox"/>	FRANK (SULLY) SULLIVAN, No. 2
<input type="checkbox"/>	
<b>NEW ORLEANS STEWARD PATROLMAN</b> Vote for One	
<input type="checkbox"/>	R. W. BIRMINGHAM, No. 390
<input type="checkbox"/>	CHARLES E. TURNER, No. 15
<input type="checkbox"/>	
<b>HOUSTON AGENT</b> Vote for One	
<input type="checkbox"/>	CHARLES (COTTON) HAYMOND, No. 98
<input type="checkbox"/>	
<b>HOUSTON PATROLMAN</b> Vote for One	
<input type="checkbox"/>	W. R. BRIGHTWELL, No. 7279
<input type="checkbox"/>	G. (TEX) SUIT, No. 6951
<input type="checkbox"/>	
<b>GALVESTON AGENT</b> Vote for One	
<input type="checkbox"/>	D. L. PARKER, No. 160
<input type="checkbox"/>	

<b>GALVESTON PATROLMAN</b> Vote for One	
<input type="checkbox"/>	JAS. J. DeVITO, No. 185
<input type="checkbox"/>	LLOYD W. MacDONNELL, No. 343
<input type="checkbox"/>	RAY W. SWEENEY, No. 20
<input type="checkbox"/>	
<b>PORT ARTHUR AGENT</b> Vote for One	
<input type="checkbox"/>	LEON (BLONDIE) JOHNSON, No. 108
<input type="checkbox"/>	
<b>SAN JUAN AGENT</b> Vote for One	
<input type="checkbox"/>	DANIEL BUTTS, No. 190
<input type="checkbox"/>	SALVADOR COLLS, No. 21085
<input type="checkbox"/>	JOSEPH WAGNER, No. 153
<input type="checkbox"/>	
<b>SAN FRANCISCO AGENT</b> Vote for One	
<input type="checkbox"/>	W. H. SIMMONS, No. 215
<input type="checkbox"/>	

**FOREWORD**

At a regular business meeting held in New York on October 9, 1946 the following resolution was submitted to the membership for action up and down the coast and it was passed that this resolution should appear on the next referendum ballots to be voted on at the same time as the voting on elections of officials.

**RESOLUTION**

**WHEREAS:** The present rate of \$2.00 per week Hospital Benefits is the lowest amount now being paid by any Union of unlicensed personnel, and

**WHEREAS:** Inflated prices now make it virtually impossible for patients in Marine Hospitals to purchase necessary hospital supplies for \$2.00 per week, and

**WHEREAS:** The income of the Hospital, Burial and Shipwreck Fund far exceeds the expenses, and

**WHEREAS:** This fund now stands at around \$90,000, and

**WHEREAS:** A small increase in the amount of Hospital Benefits would not reduce the principal amount now in the fund, and

**WHEREAS:** Many unorganized seamen are in Marine Hospitals and opposing Unions seize upon this situation to influence these men;

**THEREFORE, BE IT RESOLVED:** That we amend Article 25, Section 1, of the Constitution to increase the present Hospital Benefits of \$2.00 per week to \$3.00 per week, and

**BE IT FURTHER RESOLVED:** That this amendment be placed on the official ballot of the Annual Elections, and

**BE IT FINALLY RESOLVED:** That we begin payments of \$3.00 per week upon passage of this Resolution.

**ARE YOU IN FAVOR OF ABOVE RESOLUTION**

<b>YES</b>	<b>NO</b>
<input type="checkbox"/>	<input type="checkbox"/>