

Special Supplement

Clarifications : S I U Freight Agreement

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SEAFARERS LOG

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• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO •

SIU SEEKS BONUS IN SUEZ CONFLICT

Canal Shut, Many Ships Diverted

Story On Page 3

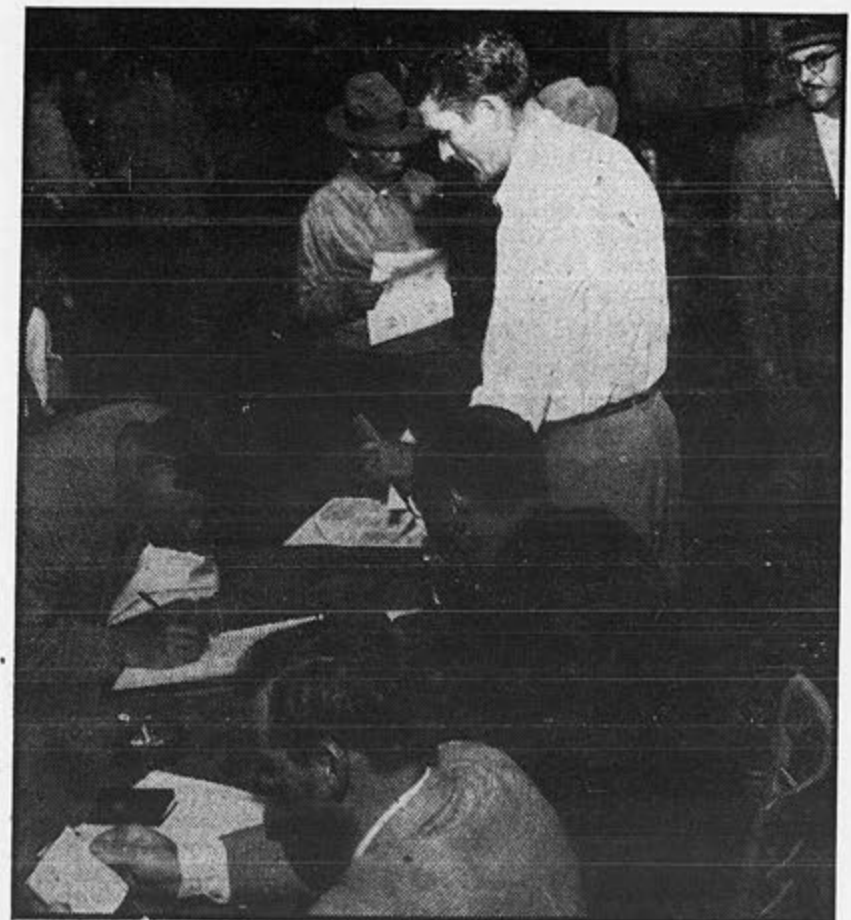
Middle East Fire:

- HOW IT STARTED
- EFFECTS ON SHIPS

Story On Page 2



BALLOTING BEGINS IN UNION ELECTION



Seafarer Pablo Dolendo signs voting register at SIU hq. as 2-month balloting in SIU election gets underway. Polls committeemen Ed Puchalski, Allan Lake and John Stanley look on. Voting got underway in all SIU ports on November 1 and will continue until December 31. New constitution rules on safeguarding secrecy will apply. (Story on Page 5.)

Egyptian View

- Has right to help other Arab lands win independence.
- Israeli considered aggressive menace to all Arab countries. Will never sign peace with her.
- Suez is Egypt's; no one else has right to interfere. Israel cannot use canal.
- Russians or anyone else's aid welcomed to accomplish aids.

Israeli View

- Wants peace treaty but Arabs won't negotiate; point to Arab vow to destroy Israel.
- UN hasn't been able to stop border raids; Egypt largely responsible.
- Egypt won't let Israel ships through Suez and Red Sea.
- Egypt arms buildup from Russia menaces Israel survival.

Allies' View

- Suez, vital for oil and trade, seized unlawfully.
- Seizure paves way for Russian control of canal, middle east oil fields.
- Egypt can't be trusted to assure freedom of passage; has denied passage to Israel.
- French blame Egypt for Arab uprisings in No. Africa.

US View

- Force must be avoided to block war, assure oil flow.
- Long-term pressure on Egypt would have won on Suez.
- Must maintain friendly relations with all Arab lands and with Israel to keep out Russia.
- Kid-glove treatment only answer to unrest in French North Africa.

Whole World Has Big Stake In Suez

The shape of things to come in the maritime industry has been violently altered by last week's outbreak of war in the Suez Canal area. The closing of the canal is causing extensive rerouting of world maritime runs. In addition to the diversion on the tankers, the huge agricultural surplus trade with India and all Mediterranean and Middle East runs are being affected.

The disruption of Suez traffic and the blowing up of oil pipe lines in Arabia makes inevitable a big build-up on the coastwise and Venezuelan tanker runs. A "crash" program for building 50 big tankers may also come through very shortly. Middle and Far East freight runs may have to shift largely to the West Coast, or go westbound via Panama.

Oil In Arabia

What exploded in Suez last week is a pressure pile-up dating back to 1948. Israel gained independence then after a two-month war with neighboring Arab states. Around that time, US and British oil companies were exploiting tremendous oil discoveries in the Persian Gulf. Many Seafarers crewed ships such as the Zane Gray on the "pipeline run" carrying untold tonnage of steel pipe used to put new oilfields in production. Every oil well brought in added to the importance of Suez and Middle East shipping.

Even though the UN finally arranged a truce in the area in 1949, a state of war has existed without let-up until today. From the start the Arab nations announced they would not recognize Israel and repeatedly stated they would destroy that nation.

Egypt Took Lead

Egypt, being the largest and strongest Arab state, took the lead in the anti-Israel campaign. One tactic was to refuse passage in Suez to all Israeli ships. Egypt also barred ships from the Gulf of Aquaba at the head of the Red

Sea, keeping Israel from developing a port there. Finally, it black-listed foreign ships calling at Israeli ports. A number of SIU ships were affected, including the Albion, fired on in January, 1954, when the Egyptians thought it was going to Aquaba.

Egypt has maintained this position to date, claiming Israeli ships were threats to Egypt's security since no peace treaty was ever signed. United Nations resolutions calling for freedom of passage were rejected by the Egyptians.

Through the years, Israel's borders have been the scene of raid and counter-raid by rival armed forces. United Nations truce commissions have been able to arrange cease-fires many times, only to see them go glimmering in a few weeks. The Israelis reserved freedom of action, claiming the UN was unable to enforce the truce, and set out on many punitive expeditions.

On the other side of the fence, the Egyptians had been carrying on a running war with the British over Suez and the Sudan to achieve independence and get foreign troops off Egyptian soil. Throughout 1951-1954, there was guerrilla warfare against British troops in Egypt. After King Farouk was overthrown and Nasser finally seized control, the British reached agreement in July, 1954, to withdraw from the canal. The withdrawal was actually not completed until April, this year.

The United State's role was to encourage the British to get out of Suez. This was part of US policy to win the friendship of all the Arab nations for the West. After the Suez evacuation pact was signed, the US started sending large quantities of economic aid to Egypt.

The State Department believed that by building up Egypt's economy and Egypt's strength it could help establish democracy in Egypt and make the Egyptians willing to negotiate with Israel. The idea was to make the Middle East, including its oilfields, one big, happy family tied to the western world, and keep the Russians out.

US Plan Failed

For a variety of reasons, the plans didn't work. Relations between Israel and Egypt got worse when the Egyptians arrested 13 Israelis as spies and sentenced two to death. Late in 1955, the Egyptians started establishing friendly relations with Russian and Chinese Communist leaders, and in September, 1955, they announced they would barter cotton for Czechoslovak and Russian arms. The Egyptians said they had to go to Russia for arms because of Israeli's arms build-up and because the US would not supply them.

One reason the Egyptians and other Arab nations were cottoning up to the Communist governments

was the uprising against the French in North Africa. Arabs in Tunis, Morocco and Algeria were in revolt against French rule, seeking independence, and these revolts had been openly supported by the Communist governments. Cairo became the center of propaganda against the French and of revolutionary planning for North African rebels.

By this time the line-up for the current war was pretty well set. The Russians were supporting Egypt in all its moves, particularly in undermining the French in

North Africa. The French were pretty well convinced that Egypt's government was responsible for most of its troubles. The British, who always tried mightily to keep the Russians out of the Suez area, saw the situation as a threat to their safety. The Israelis were certain that the Egyptians and other Arab states would set out to destroy Israel as soon as they got enough planes and tanks from Russia.

Then came the seizure of Suez in July. Egypt seized the canal after the US turned down an Egyp-

tian request for a heavy cash loan to build a dam on the Nile. The US rejection was based pretty largely on Egypt's close ties to Russia including its recognition of Communist China. The British and French then threatened to use force, but the US persuaded them not to, in the hope of working up some kind of arrangement over Suez.

But as the months passed by and the diplomats could not get anywhere, Britain, France and Israel, each for its own reasons decided on armed action.

Plan Beginning Of Industry-Wide Joint Safety Program January 1

Significant progress on the joint Union-management shipboard safety program has been made this week. Earl Smith, chairman of the management safety committee, announced that a communication has gone out to all SIU operators suggesting the machinery

to be put in effect on all SIU ships. The proposed machinery would include such items as regular shipboard safety meetings in which Seafarers will participate directly. It would be the first industry-wide safety program in existence in maritime.

"We are hopeful," Smith said, "that we will be able to put this program into effect by the first of the year. Once it gets underway we are confident that substantial progress will be made toward reducing shipboard accidents."

Union representatives seconded the thought pointing out that even a small, initial reduction in shipboard accidents would be of considerable benefit to both Seafarers and the companies. Such a reduction would strengthen the companies' competitive position and their ability to provide benefits for Seafarers in their employ.

Working with the Union-man-



Capt. Robert F. Cornwell

agement program as safety consultant is Captain Robert F. Cornwell, formerly safety director for the Isthmian Steamship Company. Captain Cornwell was an active seaman from 1938 to 1953, most of the time with Isthmian, serving on a wide variety of ships as skipper and mate. He is assisting in the establishment of safety machinery and other administrative functions.

The joint safety program as it now stands is the end product of long and thoughtful consideration by both the operators and the Union. Both sides approached it cautiously in the initial stages. The companies were concerned about maintaining their right to direct their own operations as well as the possible impact of administrative machinery on operating costs. The Union from the beginning emphasized that any workable safety program would have to put stress on the preventive aspects, rather than seeking to assess blame for mishaps. The Union held the emphasis should be "How can we prevent this?" and not "Who is at fault?"

At the last agents' conference, the port agents gave full approval to the safety program in its pres-

ent form, recommending full support for it because of its "obvious benefits" to the membership.

Captain Cornwell cautioned Seafarers not to expect immediate or miraculous results from the safety program. He agreed with Smith that over the long haul the program will produce very considerable benefits for all parties concerned, particularly with the Union and its membership participating directly in its workings.

Outlook Good For Waterman Offshore Trade

While placing heavy emphasis on the development of its coastwise "lift-on" service, the Waterman Steamship Company has declared that it will continue to operate offshore and expand its foreign services wherever possible. A spokesman for Waterman said that any impression to the contrary in the October 26th SEAFARERS LOG is incorrect.

In the past year Waterman-Pan Atlantic has been exploring various means of developing a coastwise trailer-carrying service. Its plans have included building of "roll-on" trallerships, modifying tankers to carry a trailer deck load, and converting some of its C-2s into lift-on containerships. As presently contemplated, eight C-2s would be so converted.

Pan Atlantic also has applications pending for authority to service additional ports on this coast. Aside from its Puerto Rican run, Waterman has a great many offshore vessels running to Japan and Korea. Waterman-Pan Atlantic is currently operating 27 C-2s plus one Victory ship.

SCHEDULE OF SIU MEETINGS

SIU membership meetings are held regularly every two weeks on Wednesday nights at 7 PM in all SIU ports. All Seafarers are expected to attend; those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

- November 14
- November 28
- December 12
- December 26
- January 9

SEAFARERS LOG

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PAUL HALL, Secretary-Treasurer
HERBERT BRAND, Editor; RAY DENISON, Managing Editor; BERNARD SEAMAN, Art. Editor; HERMAN ARTHUR, IRWIN SPIVACK, Staff Writers; BILL MOODY, Gulf Area Representative.

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Families of US embassy personnel in Middle East trouble spots, as in Jerusalem (above), were ferried out by the Air Force. Isthmian's Steel Chemist was ordered to aid evacuation in Alexandria, but order was later cancelled.

New Contracts Signed By All SIU Companies

SIU headquarters officials reported last week that every SIU-contracted freighter, tanker and passenger vessel is now covered by the same 7.1 percent pay package in effect since October 15.

The package, as originally negotiated with the freight operators, includes a 7.1 percent increase in base wages, overtime and penalty rates, a one-for-one limit on loggings for missing work or watch and provision for the return of the bodies of deceased Seafarers at shipowner expense if requested by next of kin.

Negotiations were carried out under the SIU's unique wage reopening clause which enables the Union to reopen its agreements at any time on monetary matters. The agreements expire September 30, 1958.

One Exception

Lone exception to the new agreement is the Construction Aggregates dredge, the Sandcaptain, in

Dredging Job In Venezuela Nears Finish

MARACAIBO, Venezuela—A massive two-year dredging job to open a deep-sea channel into Maracaibo appears headed for its wind-up. Early December has been set as the target date for completing the channel work which has engaged the services of the SIU-manned Sandcaptain and several other vessels.

The Sandcaptain went down to Venezuela in December, 1954, for what was to have been a year and a half sign-on. She was joined later by the Chester Harding, another SIU-manned dredge which Construction Aggregates chartered from the US Army. The Harding has since returned to the States.

The big channel job assumes added importance in the light of the current shutdown of the Suez Canal. Venezuelan oil will now be very much in demand throughout the world.

The channel makes it possible for tankers to go direct into Lake Maracaibo to pick up their oil cargoes. Previously, the big ships had to stand offshore and get oil from transfer barges.

Freight Pact Copies Ready

Copies of the new SIU dry cargo agreement have been printed up and are available in all SIU halls. The new copies contain all the revisions made in the last negotiations. New freight contract clarifications are printed in this issue of the SEAFARERS LOG.

The tanker agreement is now being printed and will be available for distribution in the near future.

Venezuela, SIU Assistant Secretary-Treasurer Claude Simmons pointed out.

He noted that the agreement signed with this company was for the duration of its channel-digging job in Maracaibo, and cannot be changed inasmuch as the company based its bid on a specific scale of wages. The special agreement included special wage and bonus provisions. In any event, the Sandcaptain is due to return to the States next month with the job completed. (See adjoining story.)

Simmons emphasized that the new wage scales and the logging limit all went into effect on October 15, and that any retroactive pay due in some isolated cases would soon be forthcoming from the companies involved. The last two issues of the LOG carried full lists of the new freight and tanker wage scales.

Seafarers who run into any instances of loggings outside of the "one for one" limit after the October 15 date are urged to report them to the patrolman immediately.

Job Activity Up

On the shipping side, he noted that job activity in the Port of New York had risen over the 300-job mark again, and the outlook is good for the future.

Forty-five ships arrived here for payoff, sign-on and in transit, plus the Seatrain New York (Seatrain) and Transglobe (Transglobe), which both took full crews. The Transglobe is a newly-acquired Victory ship formerly manned by the National Maritime Union. Another Victory was due to crew up in a few days.

SIU Seeks Bonus As Fighting Shuts Down Suez Canal

With the Suez Canal shut down as an aftermath of fighting in the area, the SIU has notified its contracted companies of the Union's desire to negotiate for a war area bonus. Meanwhile, wholesale diversions of shipping are taking place as a result of the canal's shutdown.

A cease-fire voted by the United Nations has been accepted by British and French troops, controlling both ends of the canal and part of its length.

Israelis have also stopped fighting. However, the Moscow radio has broadcast a call for "volunteers" to go to Egypt, and Red China has announced it has some 300,000 "volunteers" available.

Preparations got under way this week for meetings on the issue of bonuses and insurance coverage for any SIU crewmembers whose vessels might be in waters defined as a war area. Similar demands have been posed by West Coast affiliates of the SIU of North America in meetings with their operators. The boundaries of such an area would include a slice of the eastern Mediterranean and probably part of the Red Sea as well.

No matter what develops in the next few days, the canal itself is closed tight as a drum and will remain so for at least three months. At last report, seven ships, and possibly three more, have been sunk in various sections of the canal. Some of them are "block

ships," loaded with concrete and scrap iron and scuttled by the Egyptians at various points after the British-French air attack began. In addition, the bridge at El Ferdan is down in the water, further blocking the canal.

Chemist Squeaked Through

One of the last ships to get through, certainly the last SIU ship, was the Steel Chemist which made a successful northbound passage on October 30th. The Chemist then stood by in Alexandria in the event it had to take any American citizens out of the war zone. While it was waiting, British bombers plastered airfields and other military installations in that city.

Subsequently, MSTs transports took some 1,500 American citizens out of Egypt and the Chemist continued her homebound journey.

All other Isthmian ships which normally transit the canal have been diverted via the Cape of Good Hope. They will stay out of the Mediterranean area altogether. Similar diversions are reported for those US Petroleum Carriers and Western Tankers ships which have been running between the Persian Gulf and Mediterranean ports.

The Arickaree has been transferred to a Caribbean-to-Europe

run. Three other tankers, the Battle Rock, Camp Namanu and Montebello Hills, were headed for the canal fully-loaded when the fighting started. They are now coming around Africa. The first two are headed for Philadelphia and the third for Hamburg.

The SIU-manned Transglobe, a Victory ship recently bought from US Lines by an SIU-contracted operator, has left New York headed for Haifa.

The British have warned all shipping to keep out of the eastern end of the Mediterranean.

Closing of the canal is bound to have a drastic effect on heavy shipments of agricultural surplus to India, Pakistan and other Asiatic countries off the US East Coast. The Department of Agriculture was already having trouble getting tramps to carry grain cargoes, and even the breakout of 30 reserve fleet ships, now going on, will not make much of a dent in the shipping shortage if Suez is closed.

Pipelines Blown Up

In addition to the closing of the canal, there are reports that several oil pipeline pumping stations have been blown up. That means cutting off oil supplies to such tanker terminals as Tripoli, Lebanon and Banias, Syria, compelling tankers to make the long haul around to the Persian Gulf.

The Middle East fighting began with announcement of an Israeli move in force across the Egyptian border to clean out Egyptian commando bases. A joint British-French ultimatum was then issued calling on both countries to stay clear of the Suez Canal zone, following which the British and French started air and sea attacks.

SIU-Type Logging Limit Now In NMU

The precedent-setting logging limitation won by the SIU last month has been extended to all Atlantic and Gulf Coast seamen with the announcement by the National Maritime Union that it had agreed to a similar form of protection.

News that the protective features of the SIU's restrictions on loggings would be enjoyed by more seamen was welcomed by the SIU. SIU A&G District Secretary-Treasurer Paul Hall said that "the logging limitation represents a significant advance in the security and welfare of all seafaring men. This is one more unfair practice that the seaman has eliminated through the medium of his trade union."

SIU Clause In Pact

It is not yet clear whether the NMU logging restriction is to be incorporated into its contract, as was the SIU's. The spokesman for NMU-contracted operators indicated his agreement to the limit on loggings in a letter stating in part that "there shall be no deduction for a seaman's wages for failure to perform his regular work or watch in excess of the wages he would have earned during such time."

The SIU put the logging restriction into the contract by stating that where the master logs a man for missing his regular work or watch, "he shall not log the man more than one (1) day for (1) day . . ."

On the basis of the announcement in the NMU "Pilot" of October 25, 1956, that the "practice of logging had been eliminated" it was reported by some ship op-

(Continued on page 9)

LOG Awards Still Open

Just three more issues of the SEAFARERS LOG remain after the current one for entries in the SEAFARERS LOG awards contest. Stories and letters, photographs and drawings from Seafarers which appear in the LOG during the year 1956 all qualify automatically for the LOG awards.

The awards were first issued last year as recognition of the part played by Seafarers in making their Union newspaper an outstanding trade union publication. Seafarers' writings and pictures have been a major factor, time and again, in the LOG's success in capturing editorial excellence awards in labor press competition.

Panel Of Judges

When the year draws to a close a panel of professional judges will be selected to go through all copies of the paper and pick the winners. Factors which govern the selection in the stories-letters and poetry category include literary merit, reader appeal based on maritime experience and constructive proposals.

In judging the stories-letters category, the editors of the LOG have decided to limit it to non-fiction items of 800 words or less, since the LOG very rarely prints items of fiction.

Photos submitted are judged on their relation to Seafarers' work



Reproduction of the engraved key used as prizes in the annual competition.

and recreation or other material of strong interest to Seafarers. Drawings are judged on originality, quality and relation of subject matter to maritime items.

Last year there were ten awards in all; three in poetry, three in stories and letters, three in photography and one in ship's reporting.

HOW AMERICAN UNIONS SERVE EVERY AMERICAN



Day by day on occasions too numerous to mention US unions participate in many charity drives and other community endeavors. They have offered their facilities time and again to such fund-raising endeavors as the March of Dimes, Red Cross, Red Feather drives and others.



Over the years, direct union treasury contributions have mounted into the millions while union members solicited by their organizations have contributed many millions more.

SEAFARERS LOG

Meany Assails Curran Support Of Ousted ILA

WASHINGTON—As a result of NMU President Joseph Curran's open support of the International Longshoremen's Association, AFL-CIO President George Meany is considering asking for his ouster from the AFL-CIO Ethical Practices Committee. Meany has written Curran that he has "serious doubts" whether Curran should continue to serve on the committee, which is designed to eliminate racketeering wherever it might crop up in the labor movement.

In answer to Meany's criticism, Curran defended his embrace of the ILA cause as "sound and proper." It was felt the issue might be brought up before the AFL-CIO Executive Council. The next regular meeting of the council will be held in Miami Beach on January 28.

Curran issued a public statement just before the recent New York dock election urging New York longshoremen to support the ILA and vote for it. His action was later denounced by Larry Long, president of the AFL-CIO International Brotherhood of Longshoremen, who called it a "stab in the back."

Harsh Attack On SIU

In endorsing the ILA, Curran made a harsh attack on the SIU for supporting the IBL in its efforts to bring democratic unionism to New York longshoremen. Whenever the AFL-CIO Executive Council discusses the Curran issue, the SIU will ask that the attack be placed on the agenda.

In his letter to Curran, Meany declared as follows:

"You wrote your letter on the 15th and transmitted its contents to the press so that the morning newspapers of New York City, which appeared just 24 hours before the voting was to begin, would broadcast the news that a top officer of the AFL-CIO was opposed to the AFL-CIO affiliate in the election.

"This served as a notice to the longshoremen of New York City that there was one AFL-CIO official who was sympathetic to the rotten elements that have exploited them for many years.

"Your action in seeing to it that the New York papers were given

the contents of your letter at least 24 hours before it reached my office is an indication to me of a deliberate premeditated effort on your part to help these hoodlums maintain their control." (of the ILA.)

SF Expects Heavy Food Cargo Runs

SAN FRANCISCO—Good shipping, coupled with a forecast of good times ahead, is keeping all hands busy here.

At least one payoff for the immediate future and the usual number of in-transit vessels are already in sight. In addition, the entire West Coast area can expect to benefit from the planned break-out of 30 reserve fleet Libertys and Victories to move surplus cargos.

Since most of this cargo is destined for countries in Asia and there are plenty of uncertainties regarding the Suez Canal, the bulk of the traffic will probably move from this coast. Wilmington is already booming on its own, and Seattle will not hang back for long, Port Agent Leon Johnson predicted.

One Payoff

One ship, the Suzanne (Bull), paid off during the period, and two others, the Fairport (Waterman) and Northwestern Victory (Victory Carriers, paid off and signed on again. In addition, the Kyska (Waterman) and Seagarden (Pan Oceanic) also signed on. The Seagarden paid off here during the previous period.

Nine ships were in transit, including the following: Steel Flyer (Isthmian); Young America, Morning Light, Azalea City, John B. Waterman (Waterman); Massmar, Pennmar (Calmar), and Grain Shipper (Grain Fleet). All of them were in good shape.

Shipping Round-Up & Forecast

October 17 Through October 30

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	11	7	2	4	2	1	15	12	27
New York	100	27	66	27	59	16	225	70	295
Philadelphia	25	4	18	7	9	6	52	17	69
Baltimore	53	24	37	14	30	12	120	50	170
Norfolk	35	15	25	12	22	21	82	48	130
Savannah	5	4	4	1	4	1	13	6	19
Tampa	8	1	10	3	10	3	28	7	35
Mobile	24	7	22	1	19	7	65	15	80
New Orleans	58	12	43	10	28	11	129	33	162
Lake Charles	12	9	9	11	7	7	28	27	55
Houston	22	5	11	11	17	9	50	25	75
Wilmington	20	5	7	7	5	0	32	12	44
San Francisco	27	11	17	10	14	6	58	27	85
Seattle	24	9	12	16	4	3	40	28	68
Total	424	140	283	134	230	103	937	377	1314

Port	Shipped						Total A	Total B	Total C	Total Ship.			
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C							
Boston	3	0	7	2	3	2	3	3	8	13	27		
New York	85	18	19	68	11	17	72	13	15	225	42	51	318
Philadelphia	19	9	5	25	11	4	15	6	4	59	26	13	98
Baltimore	48	18	6	23	16	4	19	5	3	90	39	13	142
Norfolk	28	14	20	17	10	22	9	17	10	54	41	52	147
Savannah	4	1	2	1	1	1	1	1	2	6	3	5	14
Tampa	9	3	2	5	3	1	9	3	0	23	9	3	35
Mobile	11	1	0	15	2	0	15	6	2	41	9	2	52
New Orleans	48	10	6	51	11	3	26	1	2	125	22	11	158
Lake Charles	16	14	2	13	14	2	8	8	7	37	36	11	84
Houston	19	5	2	9	4	1	8	2	7	36	11	10	57
Wilmington	13	9	13	5	8	8	4	1	10	22	18	31	71
San Francisco	20	11	9	20	15	6	15	8	4	55	34	19	108
Seattle	15	7	5	9	7	7	7	3	4	31	17	16	64
Total	338	120	98	263	116	78	211	77	74	812	313	250	1375

A considerable rise in SIU shipping spread among ten A&G District ports pushed the job totals during the last two weeks to 1,375. Registration was slightly behind at 1,314.

The widespread increase affected all but Mobile and Houston, which declined, and Baltimore and Savannah, which remained at the same level as before. All other ports shared in the prosperity. New York climbed back over the 300-job mark. Norfolk further improved its already busy pace and the entire West Coast was active.

The boom produced almost as many class C jobs as jobs in class A for Norfolk, which shipped 147 men. Wilmington, also up considerably, shipped more class C men than in either of the other two groups. The heaviest concentration of class C shipping was in the deck department, however. The deck department registration virtually equalled the registration in that department.

On the basis of a seniority breakdown, class A shipping rose substantially to 59 percent of the total, class B dipped again to 23 percent, and class C slipped to 18 percent.

Following is the forecast port by port:

Boston: Fair ... New York: Good ... Philadelphia: Good ... Baltimore: Fair ... Norfolk: Very good ... Savannah: Fair ... Tampa: Fair ... Mobile: Fair ... New Orleans: Good ... Lake Charles: Good ... Houston: Fair ... Wilmington: Good ... San Francisco: Good ... Seattle: Good.

Mass. Tightens Up On Hiring Scabs

BOSTON—Massachusetts employers are now required by law to advise potential "scabs" recruited through employment agencies when a strike or other union beef exists in their plant.

An amendment in the state labor law provides that any employer wishing to hire replacement workers through an agency must first notify the agency by registered mail that a strike, lockout or other labor dispute exists. Previously workers hired to scab at a plant where a strike was in progress sometimes weren't even aware of a dispute until they reported to work.

A similar provision applies to help wanted advertising in newspapers. The amended law also prohibits any employer from hiring a child during a labor dispute without the written consent of his parent or legal guardian. Massachusetts employers have been notorious in the past for bringing in child labor during mill strikes in the area.

Shipping remains fair in the area, and is holding to the pace of

the previous two weeks. The outlook is uncertain, however, Port Agent James Sheehan noted.

One ship, the Mount Vernon (Rockland), paid off and signed on during the period. In addition, the Kern Hills (Western Nav); Alice Brown (Bloomfield); Robin Sherwood, Robin Goodfellow (Seas Shipping), and Ames Victory (Victory Carriers) were in transit.

Jobs Plentiful, Lake Charles Seeks Men

LAKE CHARLES — Shipping perked up considerably in this port in the past two weeks. "We had to pull our hair out at times to get the men," commented Leroy Clarke, port agent.

The job activity represented a welcome change from the previous lull. Registration also spurted upwards during the period to meet the rise in shipping.

Ten Cities Service tankers, called plus the Del Sol (Miss.); Mount Vernon (North Atlantic Marine); Atlantic Transporter (Pan-Oceanic); Val Chem (Valentine); Michael (Carras) and Coalinga Hills (Pan Atlantic). The latter is the latest "piggy-back" tanker added to P-A's coastwise tanker-trailer service. She has joined the Ideal X, Almema and Maxton on the run.

Activities of the shoreside unions in the area are nil at this time, Clarke noted. No beefs are pending right now.

SEAFARERS

PORT O' CALL

New York and Baltimore
675-4TH AVENUE • 1216 E. BALTIMORE
BROOKLYN BALTIMORE

Balloting Under Way In All Ports For 39 SIU Offices

Voting in the SIU's biennial election of officers got underway Thursday morning, November 1 promptly at 9 AM. A long line of Seafarers was waiting as the polls opened at headquarters and other ports reported heavy turnouts on the first day.

The two-month election has 71 Seafarers competing for 39 posts. Originally there were 72 qualified candidates, but the sudden death of Frank Bose, headquarters patrolman, reduced the total. Bose's name appears on the ballot since they were printed up before his death on October 14.

As provided in the SIU constitution, the balloting is conducted by three-man rank and file balloting committees elected daily in each port. The three-man committee is responsible for issuing ballots, stamping Seafarers books "voted" and other voting procedures.

At the end of each day's voting the committees in the various ports are mailing all voted ballots by registered or certified mail to a central deposit station in New York. The mail goes to the Commercial State Bank and Trust Company in New York, where it is promptly deposited in a safe deposit box. All ballots will remain there until they are opened by the joint headquarters-outport election tally committee to be elected at membership meetings when the voting concludes.

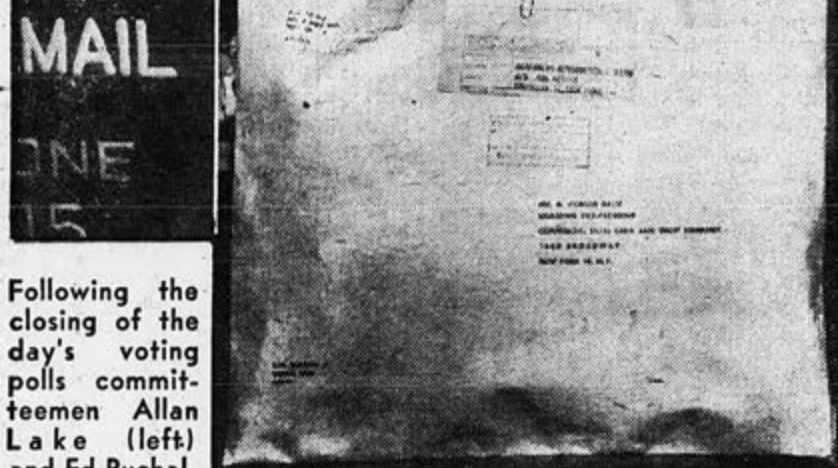
The 39 posts voted on are: one secretary-treasurer for the district; six assistant secretary-treasurers, three of whom represent a specific

shipboard department; port agents for Boston, New York, Philadelphia, Baltimore, Norfolk, Savannah, Tampa, Mobile, New Orleans, Houston and San Francisco; and joint patrolmen for these same ports, varying in number according to the size of the port's business.

Unopposed for reelection are SIU Secretary-Treasurer Paul Hall and the assistant secretary-treasurers as well as port agents in Savannah, Mobile, New Orleans and

Houston. New Orleans and Savannah joint patrolmen are also unopposed. There are contests for the remaining 25 positions on the ballot.

In addition to candidates who nominated themselves and appear on the ballot, space is provided for write-in votes. Sample ballots and biographies of the candidates were printed in the October 12 issue of the SEAFARERS LOG. Extra copies of this issue are available in all SIU halls.



Following the closing of the day's voting polls committeemen Allan Lake (left) and Ed Puchalski mail sealed envelopes containing ballots cast at headquarters during first day's voting in SIU election. Envelope (inset), sent by certified mail to Commercial State Bank, NYC, will be held in bank vault until all voting ends.



Seafarers line up at headquarters during first day's voting in SIU elections to make sure they get ballots in before shipping out. Leading off (l to r) are James McGee, MM; Felix Bonfont, bosun, and Pedro Cardona, OS. Polls committeemen are Ed Puchalski, Allan Lake and John Stanley. Voting ends Dec. 31.

Ike Again; Dems Win Congress

US voters went to the polls Tuesday acting as if they were Seafarers deliberately picking their spots off the board.

Some 60 million Americans provided almost a 10 million-vote cushion for President Eisenhower over Democratic candidate Adlai Stevenson but the Republican sweep ended there. Congress will go to work in January under Democratic control in the Senate and House.

The one clear-cut element emerging from the election is that "straight ticket" voting, even in the once-safe Democratic South, is a thing of the past.

Stevenson won only seven states, Alabama, Arkansas, Georgia, Mississippi, Missouri, North Carolina and South Carolina, compared to nine states in 1952. Of the lot, he lost Kentucky, Louisiana and West Virginia, but took Missouri this time. Louisiana went Republican for the first time since 1876.



Magnuson

Key races around the country pinpointed the free selection made by the voters. In Washington, incumbent Democratic Sen. Warren G. Magnuson was swept back into office by a margin of better than 115,000 votes over former Gov. Arthur B. Langlie and will remain chairman of the Senate Foreign Commerce Committee. Washington voters also snowed under a proposed "right to work" law by better than two to one. Oregon's Sen. Wayne Morse was also reelected in a hotly-contested race. California stayed with incumbent Thomas H. Kuchel.

In Maryland, a strong merchant marine supporter, Republican John M. Butler, was reelected. But in Pennsylvania, despite a 400,000-vote margin for Mr. Eisenhower, Democratic candidate Joseph Clark, Jr., upset James H. Duff. New York Attorney General Jacob Javits won his Senate seat by 400,000 votes, although the President won by 1.5 million.

The following is the list of US Senators for the upcoming 85th Congress (names in dark type are those elected Tuesday):

- Alabama: *Lister Hill, D.; John Sparkman, D.
- Arizona: B. M. Goldwater, R.; *Carl Hayden, D.
- Arkansas: J. L. McClellan, D.; *J. W. Fulbright, D.
- California: W. F. Knowland, R.; *Thomas H. Kuchel, R.
- Colorado: Gordon Allott, R.; John A. Carroll, D.
- Connecticut: *Prescott Bush, R.; W. A. Purtell, R.
- Delaware: John J. Williams, R.; J. Allen Frear, D.
- Florida: S. L. Holland, D.; *Geo. Smathers, D.
- Georgia: R. B. Russell, D.; Herman Talmadge, D.
- Idaho: H. C. Dworshak, R.; Frank Church, D.
- Illinois: Paul Douglas, D.; *Everett M. Dirksen, R.
- Indiana: *H. E. Caphart, R.; William E. Jenner, R.
- Iowa: Thomas E. Martin, R.; *B. B. Hickenlooper, R.
- Kansas: *Frank Carlson, R.; A. F. Schoepel, R.
- Kentucky: John S. Cooper, R.; Thruston B. Morton, R. (in doubt)
- Louisiana: A. J. Ellender, D.; *Russell B. Long, D.
- Maine: Margaret C. Smith, R.; F. G. Payne, R.
- Maryland: J. Glenn Beall, R.; *John M. Butler, R.
- Massachusetts: J. F. Kennedy, D.; Leverett Saltonstall, R.
- Michigan: Charles Potter, R.; Pat McNamara, D.
- Minnesota: Edward J. Thye, R.; Hubert H. Humphrey, D.
- Mississippi: J. O. Eastland, D.; John C. Stennis, D.
- Missouri: *Thomas C. Hennings, Jr., D.; Stuart Symington, D.
- Montana: *Mike Mansfield, D.; James Murray, D.

- Nebraska: Carl T. Curtis, R.; Roman Hruska, R.
 - Nevada: George W. Malone, R.; *Alan Bible, D.
 - New Hampshire: Styles Bridges, R.; *Norris Cotton, R.
 - New Jersey: H. Alexander Smith, R.; Clifford Case, R.
 - New Mexico: Clinton P. Anderson, D.; Dennis Chavez, D.
 - New York: Irving M. Ives, R.; Jacob K. Javits, R.
 - North Carolina: *Sam Ervin, Jr., D.; W. Kerr Scott, D.
 - North Dakota: *Milton R. Young, R.; William Langer, R.
 - Ohio: John W. Bricker, R.; Frank J. Lausche, D.
 - Oklahoma: *Mike Monroney, D.; Robert S. Kerr, D.
 - Oregon: Richard L. Neuberger, D.; *Wayne Morse, D.
 - Pennsylvania: Edward Martin, R.; Joseph Clark, Jr., D.
 - Rhode Island: John Pastore, D.; Theodore Green, D.
 - South Carolina: Strom Thurmond, D.; *Olin Johnston, D.
 - South Dakota: Karl E. Mundt, R.; *Francis Case, R.
 - Tennessee: Estes Kefauver, D.; Albert Gore, D.
 - Texas: L. B. Johnson, D.; Price Daniel, D.
 - Utah: Arthur V. Watkins, R.; *W. F. Bennett, R.
 - Vermont: *George D. Aiken, R.; Ralph E. Flanders, R.
 - Virginia: Harry D. Byrd, D.; A. W. Robertson, D.
 - Washington: Warren G. Magnuson, D.; Henry Jackson, D.
 - West Virginia: Matthew Neely, D.; Chapman Revercomb, R.
 - Wisconsin: Joseph R. McCarthy, R.; *Alexander Wiley, R.
 - Wyoming: Frank Barrett, R.; Joseph O'Mahoney, D.
- * Reelected.
† Elected—Governor—Tuesday; special election will be held.

AMONG OUR AFFILIATES

A petition for a representation election aboard 16 vessels of the Cleveland Cliffs Iron Co. has been filed by the SIU Great Lakes District. The Cleveland Cliffs fleet is currently represented by the Lake Sailors Union, an independent outfit. The Great Lakes District has a number of other organizing drives in progress.

Members of the three West Coast unions, the Sailors Union of the Pacific, Marine Firemen's Union and Marine Cooks and Stewards Union have gone aboard the Mariposa, first of two ships for Matson Line passenger runs to Australia. The Mariposa is making her first voyage in time for the Olympic games in Melbourne. She carries 365 passengers.

Conciliation procedure under Canadian Labor law is now in progress between the SIU Canadian District and deep-sea Canadian operators. The last company offer, \$10 a month in return for a two-year agreement, was turned down by the Canadian SIU. Meanwhile, the Canadian District is making important headway in remodeling its newly-acquired Lakes hall at Fort William, Ontario.

After signing Philadelphia tug operators to a 35-cent hourly increase, the Brotherhood of Marine Engineers wrapped up a similar package with the Interstate Oil

Company. Included in the three-year agreement are improved vacation and holiday benefits as well as the right to open on pensions.

With the retirement of Vincent Malone from the presidency, Sam Bennett is running unopposed for the top spot in the Marine Firemen's Union. Eighteen posts are open, plus members of the board of trustees and SIU convention delegates. A total of 47 candidates is on the ballot.

Turned Down OT? Don't Beef On \$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to come up to equal overtime when the easier jobs come along. This practice is unfair to Seafarers who take OT jobs as they come.

The general objective is to equalize OT as much as possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can make up the overtime he turned down before.

Hungarian Revolt Peels Back Curtain On Red 'Democracy'

A courageous, but futile popular revolution against Communist tyranny is being crushed in Hungary this week by seven divisions of Russian tanks. But in battling Russian forces to a temporary standstill, the Hungarians rolled back the Iron Curtain and revealed a great deal of the true face of Communism for all the world to see.

This revelation is of immediate interest to Seafarers for very good reason. In the early years of the SIU, the Union fought for survival against the US branch of the Moscow-directed Communist apparatus. The SIU's cardinal principle from the beginning was bitter opposition to Communist activity in US maritime. The nature of official Communist behavior in Hungary is a graphic warning of what happens anywhere when Communism gains control.

Seafarers should remember that the waterfront Communists and their allies have enthusiastically acclaimed all the operations of the Soviet system in the past and supported Soviet policies all the way down the line—even though now, they find Soviet behavior in Hungary too tough a pill to swallow.

The Hungarian revolution really began in Poland back in June. Under Communist governments the right to strike is outlawed, but on June 28 in the town of Poznan thousands of Polish workers struck, protesting short rations and a Communist-ordered speed-up. Polish secret police broke the strike in bloody fighting. However, concessions had to be made by the Polish government to demands for freer speech and better conditions.

The Russians didn't like the idea and tried to crush it by a show of force. But the Polish leaders, Communists themselves, would have none of it and ousted Russian stooges from the Government.

When the news got to Hungary, there were wild demonstrations in the streets of Budapest demanding changes there. The fighting started after leaders of the demonstration were arrested by the Hungarian Communist police. Unarmed crowds stormed police headquarters and several were shot down.

The Hungarian government then showed its true

stripe as a puppet of Moscow. It called on Russian troops—not Hungarians—to deal with the demonstrators. Ten thousand Russians and 80 Russian tanks marched into the city on October 24 to liquidate the "Fascist" rebels, according to the Hungarian government. By noon it looked as if it was all over. Then Russian tanks opened fire on an unarmed crowd of men and women, killing dozens of them. That really put the fat in the fire.

Russian tanks killed thousands of citizens in Budapest. Hungarian army soldiers and even Russian soldiers deserted to the rebels and supplied them with guns. But the Communist political police fought side by side with the Russians.

Outside Budapest, rebel groups sprang up in many cities and quickly controlled a large part of the country. Their universal demand was "Russians go home."

With the Austrian border open and free news communication established, US correspondents could report about the workings of Communism. Here are a few samples, all of them culled from the "New York Times."

Communist Cruelty

• In the town of Magyarovar, 85 unarmed high school students and workers were massacred by Communist police. Their crime was pulling down Communist banners on official buildings. "We never believed Hungarians would shoot down Hungarians," a witness said, "but then the lieutenant fired a shot in the air and that was the signal for the machine gunners... We had no arms..."

• The director of the Istvan Korhaz hospital in Budapest declared: "Modern history has no equal to the Soviet barbarity here. They burned twenty ambulances coming to the aid of the wounded. They have killed or wounded half our personnel... we organized stretcher-bearers to substitute for ambulances. Nine of the bearers died under Soviet guns. Thirteen were wounded."

He estimated 700 Hungarians bled to death, lying in the streets around the hospital because medical aid was denied them.

Crushed By Tanks

• A group of Hungarian citizens in Budapest was standing in line to get some food. Russian tanks crushed them against the wall. Untold numbers died.

• A group of 12 rebels were promised an amnesty if they surrendered. They put down their guns. All were shot.

• At the city of Gyor in Western Hungary, rebel leaders showed correspondents torture cells operated by the secret police. These were right out of the dark ages; cages three feet by four feet in which a man could not stand up or lie down. Another secret police headquarters had a crematory in the rear, similar to those in Hitler's concentration camps.

• Although the Communists had ten years in which to educate the young, rebel forces were composed in large part of children, ten years and up, fighting the hated Russians and the secret police.

The final Russian blow was typical. It came while the Russians were supposedly "negotiating" a withdrawal of their troops. In the midst of the "negotiations" seven Russian tank divisions and one infantry division opened up their guns against the Hungarians.

This is how Communism operates in Hungary, a mode of operation which up until this week, had the enthusiastic approval of US Communists as a "people's democracy."



Russian tanks, ready for action, stand guard on a main street in Budapest. Shortly after, Soviet might crushed Hungarian rebels.

INQUIRING SEAFARER

Question: In what foreign ports does the American dollar still get you your money's worth?

Joe Berman, stwd dep't: Sakaidi, Japan, is the best one I know of.



You get a better deal for your dollar there than in any other Japanese port and most of them are pretty good. The most expensive ports outside the States are in the Hawaiian Islands and Korea, I've found.

Marty Stabile, bosun: Balboa, Spain, has pretty good prices. The exchange rate is about 38 or 40 pesetas for a \$1, and a dollar bill gets you a bottle of cognac. Tampico, Mexico, is another good port. The North Europe ports like Rotterdam and Bremerhaven have gotten pretty high.



Pete Triantafillos, cook and baker: The average seaman could get a good buy in almost any foreign port if he was a little more selective. The trouble is that seamen hang around the sucker traps on the waterfront. If you get out of those districts, you can do pretty good almost anywhere.



John Farrand, electrician: Copenhagen and Rotterdam are still two good ports for getting your money's worth. The German ports used to be good, but since they changed their currency things are expensive. Venezuela takes the cake for high prices. I don't think they care for Americans either.



Albert Jensen, FWT: Copenhagen, Oslo, Bergen or almost any Scandinavian port you mention is a good place for a seaman to go shopping. It's true that there are not too many of our ships going to that part of the world, but I've been over there and you get your dollar's worth.



William Chomjak, MM: Almost any Japanese port is good, and also Spain. When it comes to high prices though, there's nothing worse than Maracaibo, Venezuela. They hit you 60 cents for a pack of American cigarettes and everything else is priced pretty much the same way.



Four-Day Typhoon Batters Ft. Bridger

As if rescuing a sloop full of Malaysians and refueling another ship at sea didn't provide enough excitement, the Fort Bridger (US Petroleum) got knocked about by a four-day typhoon while en route to Yokohama. The same storm took the lives of at least 14 crewmen of a Filipino vessel.

The storm was so fierce that it twisted steel aboard the Bridger as if it were putty. It recalls a similar experience of another SIU ship a couple of years back which came through a typhoon with its booms bent out of shape.

Engine delegate Ben Bengert reports the episode as follows:

"During the second day we were in this baby, at about 6:30 AM, there was a terrible crash which woke up my watch partner and me. We thought first a port hole had broken, but everything seemed to be alright so we went back to sleep—only to wake up again in a pool of water.

"This is what happened: When the big blow came it bent in the poop and lower deck bulkhead and even bent the watertight doors. It knocked down the handrails and twisted them like pretzels, and it also knocked the first engineer out of his bunk with his desk, chair and mattress on top of him. He wasn't hurt but he was well shaken up.

"About the same thing happened to oiler Lester Norris who was asleep below in the 4-8 foc'sle. Three foc'sles have been wading pools for the last three days.

"Fortunately, there were no casualties except for chief pumpman Walter Penton, who was hurt try-

ing to close the pumphouse door. He got a black eye, a bump on the head, some body bruises and a swollen knee."

Big Job Boost Cheers Tampa

TAMPA — Shipping here has doubled over the previous period, and the outlook remains good.

Registration also kept pace with the jump in job activity, Port Agent Tom Banning noted.

Only one ship, the Arizpa (Waterman), paid off during the last two weeks, although there were six vessels in transit. The in-transit ships were the Gateway City, Hastings (Waterman), Bradford Island (Cities Service), Del Aires (Mississippi) and Bienville and Chickasaw (Pan Atlantic).

Correction On Clarifications

The LOG supplement in this issue containing up-to-date clarifications of the SIU freight agreement includes a section which should be deleted. The item is under Article III, deck department, Section 7, "Men Standing Sea Watches" was included in error. It applies to situations in the engine department.

DIRECTORY OF SIU BRANCHES

SIU, A&G District

- BALTIMORE 1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
- BOSTON 276 State St. James Sheehan, Agent Richmond 2-0140
- HOUSTON 4202 Canal St. A. Michelet, Acting Agent Capital 7-6538
- LAKE CHARLES, La 1419 Ryan St. Leroy Clarke, Agent HEMlock 6-5744
- MOBILE 1 South Lawrence St. Cal Tanner, Agent HEMlock 2-1754
- NEW ORLEANS 523 Bienville St. Lindsey Williams, Agent Tulane 8626
- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600
- NORFOLK 127-129 Bank St. Ben Rees, Agent MADison 2-9834
- PHILADELPHIA 337 Market St. S. Cardullo, Agent Market 7-1635
- PUERTA de TIERRA PR Pelayo 51-La S. Colis, Agent Phone 2-5996
- SAN FRANCISCO 450 Harrison St. Leon Johnson, Agent Douglas 2-5475
- Marty Breithoff, West Coast Representative
- SAVANNAH 2 Abercorn St. E. B. McAuley, Acting Agent Adams 3-1728
- SEATTLE 2505 1st Ave. Jeff Gillette, Agent Elliott 4634
- TAMPA 1809-1811 N. Franklin St. Tom Banning, Agent Phone 2-1323

- WILMINGTON, Calif 505 Marine Ave. Reed Humphries, Agent Terminal 4-2874
- HEADQUARTERS... 675 4th Ave., Bklyn SECRETARY-TREASURER Paul Hall
- ASST. SECRETARY-TREASURERS J. Algina, Deck C. Simmons, Joint J. Volpian, Eng. W Hall, Joint E. Mooney, Std. R. Matthews, Joint

SUP

- HONOLULU 16 Merchant St. Phone 5-8777
- FORTLAND 211 SW Clay St. Capital 3-4336
- RICHMOND, CALIF 510 Macdonald Ave. BEacon 2-0925
- SAN FRANCISCO 450 Harrison St. Douglas 2-3563
- SEATTLE 2505 1st Ave. Main 0290
- WILMINGTON 505 Marine Ave. Terminal 4-3131
- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6165

Canadian District

- HALIFAX, N.S. 128 1/2 Hollis St. Phone: 3-5911
- MONTREAL 684 St. James St. West Plateau 8163
- FORT WILLIAM 130 Simpson St. Phone: 3-3223

- PORT COLBORNE 103 Durham St. Ontario Phone: 5591
- TORONTO, Ontario 272 King St. E. Empire 4-5718
- VICTORIA, BC 617 1/2 Cormorant St. Empire 4531
- VANCOUVER, BC 298 Main St. Pacific 3468
- SYDNEY, NS 304 Charlotte St. Phone 6346
- BAGOTVILLE, Quebec 20 Elgin St. Phone: 545
- THOROLD, Ontario 53 St. David St. Canal 7-3202
- QUEBEC 85 St. Pierre St. Phone: 3-1569
- SAINT JOHN, NB 85 Germain St. Phone: 2-3232

Great Lakes District

- ALBENA 1215 N. Second Ave. Phone: 713-J
- BUFFALO, NY 180 Main St. Phone: Cleveland 7391
- CLEVELAND 734 Lakeside Ave., NE Phone: Main 1-0142
- DETROIT 1038 3rd St. Headquarters Phone: Woodward 1-6857
- DULUTH 531 W. Michigan St. Phone: Randolph 2-4110
- SOUTH CHICAGO 3261 E. 92nd St. Phone: Essex 8-2648

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Food Hokum And Vitamin Fads

Judging from the letters this department received after its recent criticism of high-priced vitamins, America's families are deeply worried about the nutritional quality of modern foods, and possible injury to health from chemical additives used in processed foods, certain types of cooking vessels, etc. Many of the food fears that plague people are simply inaccuracies or at best part-truths spread by sellers of various products who stand to gain from frightening people into buying their particular vitamin products, cooking utensils or "health" food.

For example, reader F. D. F. writes: "I was visited by a food-supplement salesman who used the arguments reported by you. He supported his claims with government reports on poor soil, cooking of foods, storage, organic vs. inorganic growing, etc. His arguments sounded good. However, I couldn't see spending \$20 a month on a vitamin. Can we get all we need out of foods?"

Similarly, reader H. D. R. writes: "Since you have cautioned us about products of this nature (vitamin supplements) sold door to door, are we to assume that none of them are beneficial?"

Here are answers to these and other fears and questions often expressed about foods:

Vitamin Supplements: Our previous report did not say that vitamins or food supplements are not beneficial, but merely that the average person eating a balanced diet does not require them, according to medical and nutritional authorities. Your need for additional vitamins should be determined by your physician or health clinic. We also criticized what seems to us to be the high price of \$19.50 for a month's supply of such vitamin supplements as Nutrilite, sold house to house by a chain of canvassers with no authoritative medical training.

Ask A Doctor

If your physician does consider you need a vitamin supplement or a specific vitamin, you can shop for the lowest-priced product sold in interstate commerce and meeting "USP" standards as labeled on the bottle. We listed a number of reasonably priced sources for vitamin preparations such as Celco, the drug cooperative; the private brands of large department stores and mail order houses, etc.

Food Preparation: Yes, it is true, as some of the fear peddlers tell you, that some of the nutritional value of our foods may be lost because of improper cooking methods in the home. But the answer is not to spend \$20 a month or even less for a vitamin supplement, but to use cooking methods that will conserve vitamin values.

1—Avoid preparing foods far in advance of meals. When they must be prepared ahead, keep them covered and refrigerated to retard the loss of nutrients.

2—Cook foods in as little water as possible, and as quickly as possible. Several years ago, investigators wondered why people in Newfoundland had many nutritional deficiencies when their diet seemed to warrant a better health record.

The investigators found the cooking methods popular among the Islanders were responsible. They customarily boiled potatoes after peeling, so that they lost 50 per cent of their vitamin-C. Furthermore, the potatoes were cooked in the morning and held until night, by which time they had lost all their vitamin C. The Newfoundlanders also like to boil cabbage for one to two hours, with the result that it lost 90 per cent of its vitamin C.

Not only vitamin C, but many other nutrients are soluble in water, including all the B-vitamins and some minerals.

Another nourishment-saving policy is to cook until foods are just tender, but no longer. To further conserve food values, have the water already boiling (a small amount of water) before you put in vegetables and then cover promptly to shorten the cooking time. Be especially careful not to overcook when using a pressure cooker.

The Aluminum Bugaboo: Such noted labor medical consultants as Drs. William Sawyer, Manus Orenstein and Harold Aarons have been warning union members against false nutritional notions. Among the most persistent is the old superstition against aluminum cookware. Every Government and health authority here and abroad has said there is no danger in using aluminum utensils. The Federal Trade Commission has secured a number of cease and desist orders against misrepresentations made by companies that sell stainless steel cookware, most recently against a large Chicago company (the Cory Corp.).

Certainly you need a certain type of cookware to conserve food values. It should be heavy in weight, with flat bottoms, straight sides and a tight-fitting cover. But it can be aluminum, enamelware or stainless steel.

The "Deficiency" Fear: People are also worried about the evidence that some soils are deficient in trace minerals, and crops grown from such soils may be deficient. There is also a group that insists foods must be grown with organic fertilizers rather than commercial fertilizers. This is an argument used by many vitamin peddlers.

But nutrition authorities point out that the fear of deficiencies would be logical only if we got all our food from one deficient area. Actually, our foods today come from a great many places.

Also, in a significant study carried out over a ten-year period by Michigan State University, there was no evidence that fertilized foods produce crops of higher nutritive value than depleted soils, or that commercial fertilizers decrease the nutritive value of crops.

Thus, the key to good nutrition is to eat balanced meals that include a variety of foods.



New 'Tough' Transfer Order Invites More Runaway Moves

WASHINGTON—Under a so-called "tough" new policy on transfers, Maritime Administrator Clarence Morse announced Monday that from now on no American freighter or tanker built during World War II could go under a foreign flag unless the owner agreed to build new tonnage—preferably tankers—in an American shipyard. But at the same time he cleared the way for transfers for Victory ships in addition to Libertys and T-2s.

Procedure set forth under this policy would require US shipowners to build one 46,000-ton tanker in order to get permission to transfer two 16,000-ton T-2s. He would have to build a 65,000-ton-ship to transfer three T-2s and one even larger tanker or two 46,000-tonners to get rid of four T-2s.

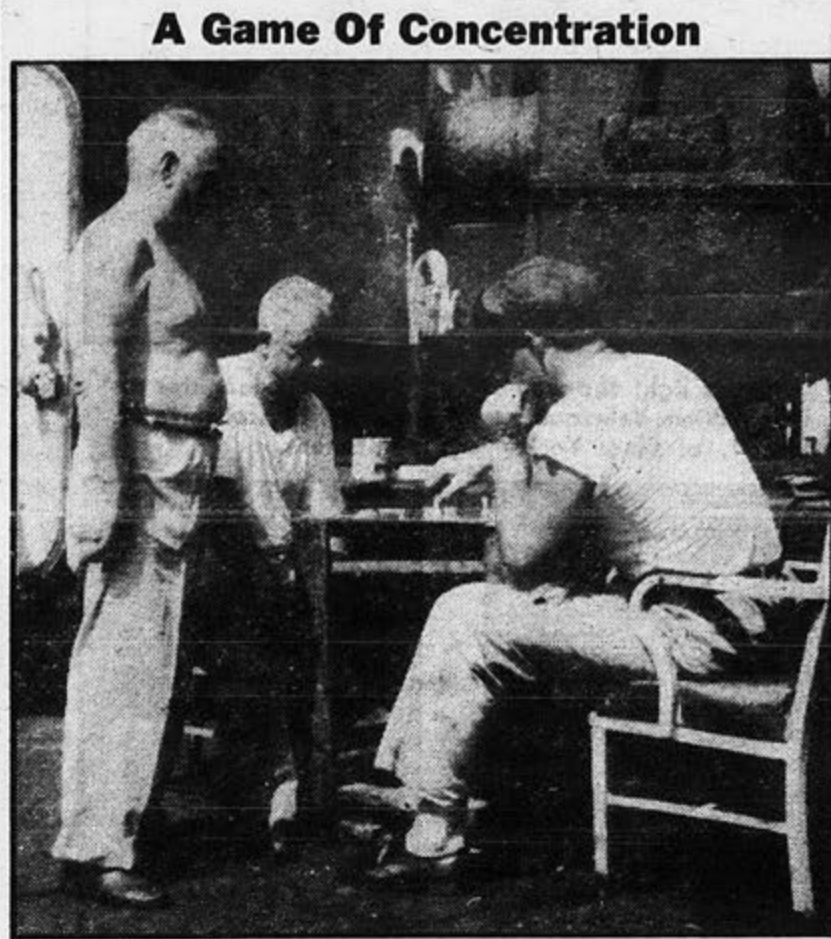
The operators could also dispose of US-flag Libertys and Victories and reap the premium prices which these vessels command once they are registered foreign. Three Victories or four Libertys could switch flags by a commitment to build one US-flag 46,000-ton tanker. Since tanker operation is by far more profitable than dry cargo operation these days, the Government plan could produce a flood of new transfers of dry cargo tonnage.

Policy Contradiction

In this event, US shipping would again be faced with the spectacle of a Government agency approving transfers of dry cargo tonnage at the same time it bemoans the lack of freight tonnage to move surplus cargoes and announces plans to withdraw 30 freightships from the lay-up fleets to fill the gap. The decision to this effect was made by the Maritime Administration last week.

Under this program, 30 Libertys and Victories will be reactivated. The bulk of these ships will probably operate out of West Coast ports, since most of the cargo, surplus grain and coal, is bound for countries in Asia.

The "tightening" of the ship transfer rules, meanwhile, is explained as the means of closing off on one loophole under which US owners were previously able to transfer ships merely by modernizing or converting existing tonnage. Now only a commitment to build new tonnage, preferably tank-



A Game Of Concentration

Chess players always concentrate hard on their game, so it's no surprise that the players and their lone kibitzer on the Ocean Evelyn never knew a cameraman was on hand to record the scene. The action took place at sea.

ers, can clear the way for further transfers.

Pre-World War II ships can be transferred without a replacement program "provided the vessel is not needed for purposes of national defense."

But the MA announcement also leaves the way open for the operators to build ships smaller than 46,000 tons and still win approval to transfer combinations of T-2s, Libertys or Victories. The order actually calls for "one new vessel of 46,000 deadweight tons or of a

smaller size satisfactory to the Maritime Administrator."

Further, as one business newspaper, the "Journal of Commerce," pointed out Monday, "recent policies of the Maritime Administration in permitting tankers built in American yards to be transferred to foreign flag for operation indicates that if some companies want to build new ships here they would have no problem in obtaining the necessary authority."

LABOR ROUND-UP

Textile workers picketed the Washington headquarters of the National Labor Relations Board in protest against the board's administrative policies. The pickets, members of the Textile Workers Union of America and the Glass and Ceramic Workers, represented about 200 workers fired for union activity in southern states. The unions complained that the Board has acted uniformly to sustain management in dealing with the firing cases. In many cases, the unions said, the Board delayed action for months.

National railroad bargaining is still going on with the roads offering a 26½-cent hourly pay increase package over a three year period. A cost of living clause and improvements in welfare are included in the offer. About 900,000 workers in a large group of operating and non-operating rail unions are parties to the contract talks.

A \$1,000 reward has been offered by the International Association of Machinists in Burbank, Calif., for the arrest of a man who assaulted a woman, the wife of a striker. A masked man entered

the home of Mrs. Patricia Laszyo, beat her and burned her hands on the stove and left saying "If you can't work, your husband will have to." Her husband has been on strike for the past month against Hydro-Aire Inc. in Burbank.

A three-year agreement has been signed between the General Railway Signal Company of Rochester, NY, and the International Union of Electrical Workers. It provides initial increases of five to 16 cents an hour and then calls for three percent a year for the next two year period.

The latest drive to organize New York City's taxicab drivers has passed its first anniversary with the State Labor Relations Board exploring the possibility of a representation election. Such an election is being sought by Teamsters Local 826, which is conducting the campaign under the direction of IBT vice-president Thomas L. Hickey. The union has submitted 15,000 signed pledge cards from the cabbies but an election still seems a long way off since there is a wide gulf between the union and employers over the voting eligibility list.

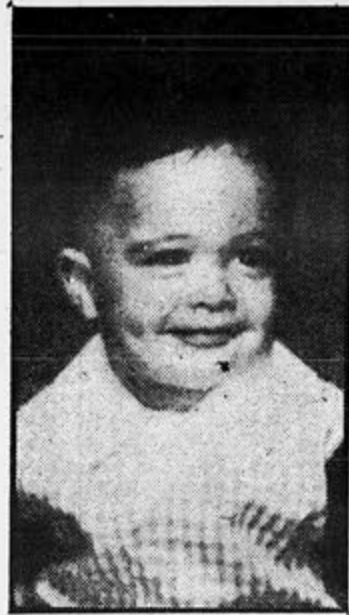
Atom Ship Plans Near Completion

As a major step toward construction of the first atom-powered merchant ship, the Atomic Energy Commission is now negotiating with Babcock and Wilcox of New York to build the 20,000 HP pressurized water reactor which will propel the vessel.

This type of power plant, the AEC said, was selected because much information is already known about it, and because it offers the best chance to study the practical aspects of operating a nuclear ship at an early date.

A few weeks ago, in ordering the ship to be built as "rapidly as possible," President Eisenhower emphasized that the reactor will not be secret, so engineers all over the world can see what he called "a demonstration of the great promise of atomic energy for human betterment."

The atom ship, slated for completion by 1960 at a cost of \$46½ million, will be built jointly by the AEC and Maritime Administration. It will be capable of carrying 12,000 tons of cargo and 100 passengers, and have a service speed of 21 knots.

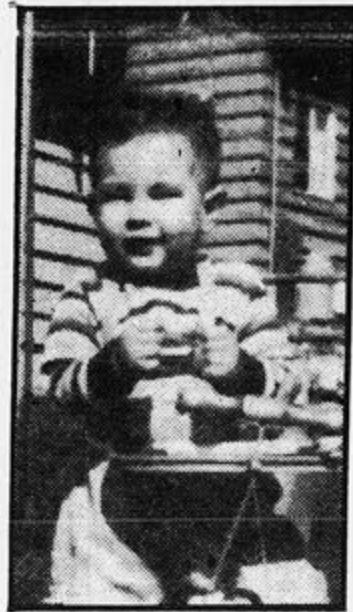


Dimples light the way for William Velazquez, Jr., 1, of New York.



Patti, 2, is daughter of Robert Musselwhite of Baltimore.

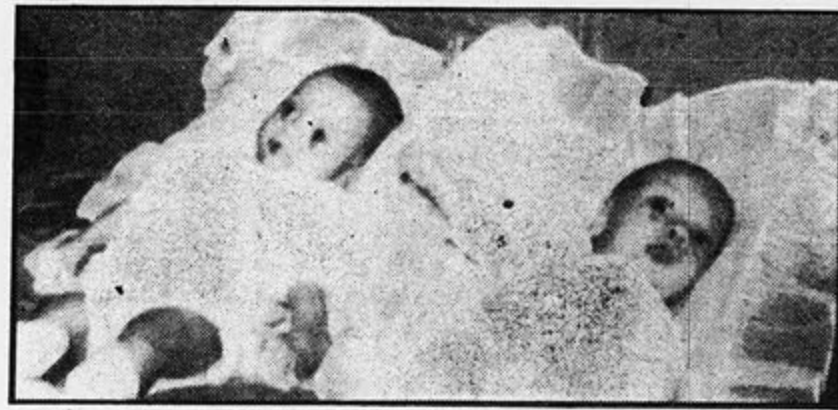
WITH SIV FAMILIES



Here's Scotty Halfhill on 1st birthday. Dad is Herbert Halfhill.



Jeanmarie Cunningham is 2. Dad's Tony Cunningham of Philly.



Raffaele Garofalo proudly presents his twin boys, Leonard (left) and Thomas, born last July. They qualified their Floral Park, NY, family for double maternity benefits.



Meet Tom "Moose" Drzewicki and family. Tom Jr. is 1, George, 2 months.



Happily munching on a toy, Eduardo, 6 mos., is Julio Torres' son.



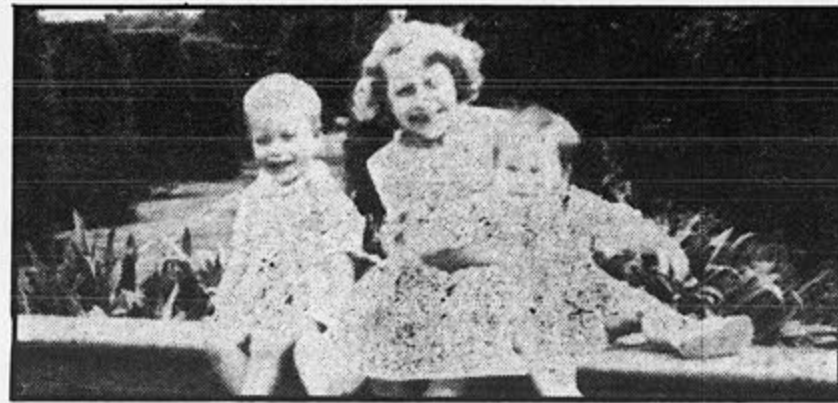
Beth, 1 1/2, is daughter of Dan Wargo of Danville, Va.



Tommy Jr. (left), Danny, 4, and Mrs. Thomas H. Collins say hello from Detroit zoo.



Jose Antonio, 2 1/2, and Eloiza, 1 1/2, make up this brother and sister act in the Bronx, NY, home of Seafarer Jose Lopez. Jose is already partial to sailor suits, it seems.



All smiles for the occasion, these youngsters of John Paquette pose happily in park near their New Orleans home. Pictured (l to r) are Richard, 2; Naomi, 7, and John Jr. 1.



This bright-eyed pair are Robertito, 1, and Ivan, 3, sons of Roberto Hannibal.



The breadwinner for Wilfred Davila, 2, is Juan Davila of New York City.



- Contented pipe smoker Ricky, 2, is son of Richard DeFazi of East Boston, Mass.



Big sisters flank Beverly, 3 1/2 (center), at home in Atmore, Ala. Dad is J. C. Keel.



Toy station wagon makes a dandy "hotrod" for "Tex" (Alan II), 2 years, and Alapa, 3 1/2, both youngsters of Al Whitmer of Philadelphia. Kids look ready to take off for the nearest drag race strip.

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ATOMIC ATTACK INSTRUCTIONS FOR MERCHANT VESSELS IN PORT

The Civil Defense Alert Signal is a steady blast lasting 3 to 5 minutes.

When you hear this signal, or when directed by the Coast Guard, execute the merchant vessel dispersal instructions prescribed by the Coast Guard for the port you are in and take the following action:

IF THE INSTRUCTIONS TELL YOUR SHIP TO DISPERSE:

- 1. PROCEED.** Get underway as rapidly as possible and carry out the Dispersal Instructions.
- 2. RADIO GUARD.** Set a radio guard on 500 or 2182 kilocycles for further instructions from the Coast Guard. Tune in a broadcast receiver on 640 or 1240 kilocycles for Civil Defense bulletins. Do not operate your radio transmitters except in case of distress.
- 3. BATTEN DOWN.** Secure all unnecessary blowers and close external openings, such as ventilators, hatches, doors, and ports.
- 4. FIRE HOSES.** Rig as many fire hoses as possible, preferably with fog spray nozzles so that a protective blanket of spray is maintained over sections of the ship containing personnel and so that the running water will wash away any radioactive fallout striking the ship.

NOTICE: Placards shall be posted in the pilothouse, engine room, and in the seamen's, firemen's, and stewards' departments of every vessel when given to the master. Previous editions are obsolete.

Treasury Department
United States Coast Guard
CG-3256 (Rev. 6-56)

Copy of poster being distributed to merchant ships by the Coast Guard.

5. PROTECT PERSONNEL. Keep all personnel not needed to operate the ship below decks, out of the line of possible flying debris and away from steamlines and other piping or equipment under pressure.

6. KEEP POWER ON ENGINES. After you get to the dispersal area keep power on the engines so that you can move immediately, if directed, to avoid fallout.

7. AWAIT INSTRUCTIONS. Stay in the dispersal area after the attack until you receive further instructions.

IF YOU ARE UNABLE TO GET YOUR SHIP UNDERWAY OR IF THE DISPERSAL INSTRUCTIONS TELL YOU TO REMAIN WHERE YOU ARE, TAKE THE FOLLOWING ACTION:

- 1. If you are at anchor** carry out steps 2, 3, 4 and 5 above.
- 2. If you are alongside a wharf,** secure all fires and operating machinery and then have all personnel evacuate the area or take cover in accordance with Civil Defense instructions for the general public.



The Civil Defense Take Cover Signal is a wailing or warbling note, or a series of short blasts, lasting 3 to 5 minutes.

When you hear this signal, have all hands take cover immediately in the best available shelter on board or ashore.

SEAFARERS IN ACTION

Ship's delegate **Bill Nuckols** aboard the *Barbara Frietchie* tried to resign, the ship's minutes reported, but the crew would have none of it. After giving him a vote of thanks for serving so well, they reelected him by acclamation. Another delegate cited for a fine job was **Walter Kohut** aboard the *Longview Victory*.



Kohut

They pulled out all the stops aboard the *Seatrain Georgia* for ship's delegate **Bill Kleimola**. According to Charles ("Sir Charles") Oppenheimer, Kleimola got the gang a Coke machine, took good care of gear left behind by former

crewmembers and in addition, settled all beefs with dispatch.

On the galley side, chief steward **Pete Loleas** of the *National Liberty* rated a hand on two counts. He purchased a good variety of wholesome stores and in addition, put out the kind of slop chest service that Seafarers need but don't always get.

The cake end of the coffee and cake combine drew comment from two SIU ships. Aboard the *Marymar* the gang reported that baker **Simon Chaban** had recently been promoted from BR but was doing a bang-up job just the same. On the *Wacosta*, the crew noted with sorrow that baker **A. Lopez** had to be hospitalized in Yokohama. "All were unhappy about the news," the minutes reported.

SIU-Type Logging Limit Now In NMU

(Continued from page 3)
erators that the NMU might allow the shipowners complete authority to fire or blacklist crewmembers missing work or watch, in exchange for eliminating of the practice of logging.

'Pilot' Confused
The confusion over the manner in which the NMU intended to apply the logging restriction arose from reports in the NMU "Pilot." First, the "Pilot" of Oct. 11, called the SIU contract provision limiting logs a "cut-rate agreement" and "a deal."

However, the following issue of the "Pilot," October 25, announced that the NMU had "done away" with logging. It reprinted the letter from the spokesman for the NMU companies, which specifies that loggings cannot be in excess of the wages earned—meaning, of course, that they will be on a one-for-one basis. This is the same limitation as the SIU's which the NMU "Pilot" of October 11 criticized as being "cut-rate."

At any rate, it was generally agreed in the maritime industry

that the NMU plan was virtually the same as the contract clause negotiated earlier by the SIU.

Baltimore Hall 2 Years Old; In A-1 Shape

BALTIMORE — Seafarers will mark the second birthday of the SIU hall here tomorrow, November 10. The building was formally dedicated and opened for operations on a regular Wednesday meeting night just two years ago.

For SIU men now accustomed to the comforts and conveniences built into the modern building, the old North Gay Street hall seems a distant memory, Earl Sheppard, SIU port agent, commented.

The new building has been kept in A-1 shape, thanks to the efforts of Seafarers and others who use it daily, plus the year-round maintenance job done by the gang in charge of its upkeep. All hands are being urged to continue their cooperation in keeping the building in good condition.

Shipping Lull

Meanwhile, shipping remains relatively quiet after many months of a spectacular job boom. Registration is keeping just ahead of the shipping totals, in readiness for an expected build-up.

A total of 40 payoffs, sign-ons and in-transit ships were handled during the past two weeks, none of them reporting any serious beefs that could not be cleared up easily.

"Once again we are pleased to note that the ships' crews show a good working knowledge of SIU contracts, and this reflects in the way of overtime, etc., on these payoffs," Sheppard added.

He again complimented Seafarers on the *Ore Line* ships for helping to eliminate sailing time delays on those ships.

US Fleet Up In Ship Boom

WASHINGTON—Reflecting the boost in shipping over the past few months, the active US merchant marine fleet has increased to a total of 1,098 vessels as of September 1. The figure is nine more than were in the fleet on August 1, 1956. Fifty-five of the vessels are Government-owned ships chartered to private operators.

Ever since the end of the Korean War there has been a steady decline in the number of active US merchant vessels, up until the shipping boom of recent months.

At least 60 new ships will soon be added by breakouts of 30 for surplus cargoes and 30 more strictly for coal.

Stay Put For Idle Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses—if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address. An average delay of a month is reported in most cases, causing considerable hardship to the men involved.

Ships Can Wash Off Radiation

CHICAGO—A thorough scrubbing of ships is the best way to handle radioactive contamination in the event of a nuclear explosion, the National Safety Council was told last week. Captain Martin I. Goodman, Deputy Chief of Ship Operations, Maritime Administration, outlined precautionary measures which should be taken to prevent damage to ships and crews.

At the same time, the US Coast Guard has distributed a new set of instructions to merchant vessels concerning what to do in the event of an atomic attack. The instructions also emphasize the value of a fine spray of running water in washing away radioactive fallout.

Captain Goodman declared that experiments have shown that a simple and effective wash-down system can be installed on merchant ships for this purpose. "It consists of pumps of sufficient capacity to cover the ship with a constant heavy water-wash to be commenced at or prior to the start of the fallout. Most, if not all, ships have sufficient pumping capacity for this purpose without additional installations. The distribution system . . . is by means of the ship's fire lines and all-purpose nozzles."

The Maritime official said that a two-day training program is now in progress in the Port of New York to teach seamen the techniques involved. (The course is given in Bayonne, New Jersey, at Military Sea Transport facilities. Any Seafarer interested in it can get further information by writing to Captain Hewlett Bishop, Maritime Administration, 45 Broadway, New York City.)

Captain Goodman also gave an optimistic view on the effects of radioactivity on channels and har-

bors. He declared that "radioactive material falling on the water . . . promptly sinks to the bottom. Very shortly after the fallout ceases, such waters may be navigated by ships with little or no effect to the ships or their personnel."

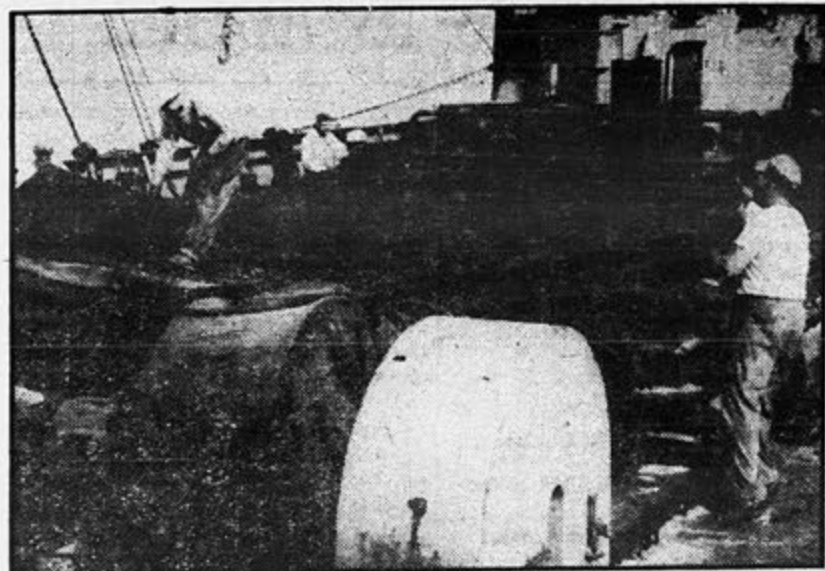
The "wash-down" plans will be extended to the reserve fleet, he

said, by equipping a few ships and all tugs in the reserve with wash-down equipment. The ships so equipped would be able to wash down other vessels in the reserve.

He concluded that "even in an all-out attack many ships will survive. In fact, all should survive except those caught in the immediate blast area."

Fit for a Seafarer!
THE FOOD AND PRICES AT OUR OWN
BALTIMORE AND NEW YORK SIU CAFETERIAS
ARE GEARED FOR SEAFARERS —
THE MEMBERS OF OUR UNION. DROP
IN THE NEXT TIME YOU'RE AT THE HALL.
The Seafarers Cafeteria

Wild Ranger Hauls Trolleys To Korea



Deck department men Curlew, DM; Conley, AB; Andringa, AB; Connell, DM, and Ford, bosun, cover up hatches on the Wild Ranger while at right, Zenkley, AB, becomes the first man to pilot a trolley car across the Pacific. The ship carried a variety of vehicles to Korea. Photos by Don Ruddy.



Ship Officers Hit Coal Pact

Two officers unions, the Masters, Mates and Pilots and the Marine Engineers Beneficial Association, are picketing the offices of American Coal Shipping, Inc. in protest against the signing of a contract for officers with United Mine Workers District 50. The contract has been attacked as a raid on legitimate maritime unions by AFL-CIO President George Meany.

Americap Coal Shipping is the organization which is composed of coal companies, coal-carrying railroads and the United Mine Workers. The set-up places the UMW in the dual role of operator and union representative.

The MM&P and MEBA declare

that they were given assurances of a contract, only to find that District 50 got the go-ahead signal. The unions say they will picket all Liberties broken out on behalf of American Coal Shipping. The company has won approval for charters on 30 such ships.

They charge that as a condition of employment, American Coal Shipping is asking applicants to sign affidavits giving up their rights to maintenance and cure and to sue for damages if injured on board ship.

If the officers carry out their picketing plans, the question remains as to whether their lines will be respected by the National Maritime Union, which has announced an agreement with the company. The American Radio Association is also involved.

New Benefit Provided By Norse Co's

WASHINGTON—The Norwegian Information Service has announced that seamen on Norwegian ships will soon be covered by a group life insurance contract for the first time. Beginning January 1, each seaman will be covered by a 5,000-kroner life insurance policy (about \$700 in US money) with the cost borne by the shipping companies.

The insurance will cover death from any cause while a seaman is employed aboard a Norwegian ship, or while he is ashore on vacation or sick leave. It affects seamen on offshore ships only.

Costs 1c Per Day

It is estimated that actual costs to the shipowners will be tiny, running about 24 kroner (about \$3.36) a year for each seaman, less than a penny a day. More significance was attached to the fact that Norwegian shipowners have seen the need to provide some kind of direct industry welfare benefit for Norwegian seamen.

Norwegian seamen have accident and disability coverage, pensions and similar benefits, but these items are required by law, rather than being arrangements between shipowners and their employees.

All told, about 42,000 seamen on Norwegian offshore ships are covered.

MAN (Bull), Sept. 15—Chairman, S. Berger; Secretary, C. Hestetter. Contract on salvaged boat written up and signed by all parties concerned. Union mail coming aboard to be turned over to delegate only. Punching bag and one dozen cards purchased. Ship's fund \$21.45. Collected \$100.85 to overhaul motor on boat. All new men to donate \$2 to ship's fund. Five hours disputed overtime. Reports accepted. Suggestion to air condition all SIU ships especially those running to the tropics. Vote of thanks to SIU officials for job well done. Deck department shower to be painted and shower curtains to be changed. Messhall and pantry to be kept clean.

ATLANTIC TRANSPORTER (Pan Oceanic Nav.), Sept. 9—Chairman, I. Potter; Secretary, W. Walsh. Insuffi-

cakes at coffee time. Swab water not to be emptied in laundry stinks.

ALCOA RANGER (Alcoa), Sept. 1—Chairman, S. Rivers; Secretary, F. Brazier. Repairs to be made. Reports accepted. Suggestion to have ladders made for top bunks. Two meetings to be held this trip. Vote of thanks to steward department.

ALCOA POLARIS (Alcoa), Sept. 9—Chairman, R. Schwarz; Secretary, L. Joyner. Union book of brother receiving medical treatment in Trinidad found and turned over to Mobile patrolman. Sawdust to be scattered on spills from oil intake lines; platforms and railing above mastlights to be repaired. Suggestion that slop chest room be converted into two-man foc'sle for engine department; that steward inspect messrooms before meals and be present during same; that pantry and messhalls be kept cleaner after 6:00 PM; that passageways be cleaned after ship leaves beaunit dock.

STEEL CHEMIST (Isthmian), Aug. 12—Chairman, T. York; Secretary, F. Young. Report accepted. New delegate and secretary elected. Discussion on mailing situation in Suez. Cooperation on serving meals. Shut off washing machine after using. Keep library neat.

ROYAL OAK (Cities Service), Sept. 9—Chairman, D. Rood; Secretary, D. Beard. Steward refuses to issue sufficient glasses and coffee mugs to crew. Repair list to be submitted. Ship's fund \$66.02. Report accepted. Steward to issue overtime records 24 hours before payoff. General discussion on steward's refusal to check overtime sheets or issue overtime records before payoffs. Radio to be purchased from Sea Chest in Baltimore.

OREMAR (Ore Nav.), Sept. 9—Chairman, S. Colyer; Secretary, none. Need new washing machine and new refrigerator. Both completely worn out, will not last another voyage. Two men missed ship—replaced before sailing. Ship's fund \$13.41. Vote of thanks to delegate for fine job. More silver to be left out for night lunch. Bread taken aboard in poor condition. Suggestion to pay off after 35 days when 31st day is not paid for. Payoff should be every two trips unless otherwise agreed with union and shipping commissioned. Voluntary contributions for ship's fund.

FORT HOSKINS (Cities Service), July 18—Chairman, B. Grice; Secretary, A. Mash. Ship sailed short one fireman from Lake Charles. Ship's fund \$21.70. Report accepted. Need new washing machine, to see patrolman about it. Need more fans. Need more variety of jams and desserts.

Sept. 11—Chairman, T. Jones; Secretary, S. Butler. Need new washing machine. Unable to obtain same as long as present one is working. Wringer in bad condition—to obtain new one. One man hospitalized in Savannah. Papers forwarded to Savannah hall. Two men fouled-up, to be turned in to patrolman. One man missed ship. Delegate wishes to resign, paying off. Ship's fund \$31.80. Report accepted. New delegate elected. Suggestion about night lunch. Milk left in officers' mess at night. If practice continues, then milk is to be placed in crew mess also. Practice of saving night lunch and serving following night should be discontinued. Vote of thanks to delegate for good job.

OCEAN DEBORAH (Ocean Trans.), Sept. 3—Chairman, C. McDowell; Secretary, D. Patterson. Lost one man in San Pedro—not replaced. Some disputed overtime. Stores for 60 days obtained in San Pedro. Crew pantry situation squared away. Shortage of milk and sausage. Letter to headquarters regarding payoff of some members in San Pedro. Drinking water obtained in Victoria, Brazil. Leaks in galley and pantry sinks to be fixed. Crew warned not to get drunk in Japan. Two draws in Japan. Foc'sles to be cleaned. Repair list to be made up.

WESTPORT (Overseas), Sept. 22—Chairman, L. Smith; Secretary, W. Bunker. Most repairs made. Three hours disputed overtime. Note of thanks to steward for good food. Vote of thanks to captain for cooperation in bringing ship with no beefs.

ARLYN (Bull), Sept. 23—Chairman, A. Streeter; Secretary, G. Walter. MTD News received. To order four new fans. Members warned about being logged—Coast Guard would pull papers of men logged numerous times. Captain to get draw for crew. Ship's fund \$3.09. To cooperate with headquarters regarding beef with Alabama Unemployment Bureau as most members paid into fund when working on ships having home offices in that state and a victory would benefit any one sailing on those ships. Washing machine not to be used too long—give others a chance to use. New pipes to be installed in deck department bathroom. Repair list to be turned in to delegate for action before arrival.

ROBIN WENTLEY (Seas Shipping), Sept. 16—Chairman, J. Ferreira; Secretary, H. Bjerring. Disputed overtime all departments. To be referred to patrolman at payoff. Purser to itemize slops and draws prior to payoff. To handle library books in port. Suggestion to chip in at payoff for donation to American Library Association.

HEYWOOD BROWN (Victory), Sept. 24—Chairman, J. Morris; Secretary, M. Shortzen. Captain refused to lift logs but requested Coast Guard not to act on same. Reports accepted. No eggs for cakes. Rooms to be cleaned before leaving ship and keys to be left aboard.

Digest Of SIU Ship Meetings

cient fans in crew's quarters—only one 12 in. fan in each foc'sle. Need coffee urn. This scow under SIU banner less than a week—all departments working around the clock. No beefs. Delegate to contact boarding patrolman regarding installation of fans in foc'sles. Repair lists to be made up. Sanitary details of all three departments to cooperate in cleaning up recreation room. Departments to rotate in maintaining and cleaning recreation room.

SWEETWATER (Metro Petroleum), Sept. 9—Chairman, C. Hagen; Secretary, D. Carey. Repair list turned in; all jobs not completed, will be taken care of before end of voyage. Chief cook pulled knife. Two men paid off in Port Arthur, mutual consent. Few hours disputed overtime. Report accepted. Engineer to fix water regulator on boilers. New treasurer elected.

DEL CAMPO (Miss.), Sept. 9—Chairman, Don Collins; Secretary, A. Cunningham. No major beefs. Two men missed ship in Houston. Captain fired men in New Orleans. Ship's fund \$20. One man hospitalized in Galveston. Report accepted. Investigate whereabouts of previous ship's fund. Discussion on steward keeping entire ship in an uproar by his actions.

LEWIS EMERY JR. (Victory Carriers), Aug. 31—Chairman, I. Cox; Secretary, F. Hicks. Cigarette supply getting low. Members requested to go through proper channels to see doctor when they are ill. Four hours disputed overtime. Same to be handled at payoff. Discussion on movie films and method of returning to states. No LOGs or mail received from Union. Union to look into this. Collection to be made for crew member who lost his wife.

FRANCES (Bull), Sept. 16—Chairman, W. Doak; Secretary, G. Fargo. Ship's fund \$16.50. Reports accepted. To reopen contracts for raise in wages, same as other maritime unions. All beefs to be taken to delegates not patrolmen or headquarters. Crew prefers Lux or Palmolive soap.

YAKA (Waterman), Sept. 9—Chairman, W. Simpson; Secretary, F. McCall. Clean living quarters back aft because of sugar on bulkheads. Ship's fund \$22.97. Reports accepted. New delegate elected. Tall light on washing machine to be fixed. Garlic to be separated from main meats and separate gravy made for those who prefer garlic. Stores to be put aboard in New Orleans.

DEL ALBA (Miss.), Aug. 19—Chairman, E. Anderson; Secretary, W. Geis. Two men missed ship in Mobile and Houston, dispatcher notified. Repairs to be made this voyage. New delegate elected. Suggestion to hold meeting in afternoon.

IBERVILLE (Waterman), Sept. 9—Chairman, A. Rudnicki; Secretary, K. Brock. Some disputed overtime to be taken up with patrolman. One man missed ship in Kobe, Japan. Report accepted. Steward resigned as treasurer, money left with captain. One dollar donation to be made to ship's fund by members. Bathroom and stove in bosun's quarters to be repaired. Ship to be fumigated for rats. Take action on repair list.

LONGVIEW VICTORY (Victory Carriers), Sept. 9—Chairman, W. Kohut; Secretary, R. Barker. Repair list turned over to department delegates. Foc'sles to be painted next trip, ran out of paint. Ship's fund \$9.15. Few hours disputed overtime. Report accepted. Motion to have built in bunks, lockers of wood on all SIU ships. All minor repairs completed.

ALCOA PARTNER (Alcoa), July 22 Chairman, W. Burke; Secretary, J. Carter. Need new washing machine. Engineer to get motor running for vent fans. Weevils in storeroom due to dirty linen being packed among dry stores. Weevils in flour, sugar, cookies, etc. Two men to be fired in Mobile. If no action is taken by company regarding linen in dry storeroom will contact headquarters. Discard dry stores containing weevils. More coffee

EVERY SUNDAY | DIRECT VOICE BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

WFK-39, 19850 KCs Ships in Caribbean, East Coast of South America, South Atlantic and East Coast of United States.

WFL-65, 15850 KCs Ships in Gulf of Mexico, Caribbean, West Coast of South America, West Coast of Mexico and US East Coast.

WFK-95, 15700 KCs Ships in Mediterranean area, North Atlantic, European and US East Coast.

Meanwhile, MTD 'Round-The-World Wireless Broadcasts Continue . . .

Every Sunday, 1915 GMT (2:15 PM EST Sunday)
WCO-13020 KCs Europe and North America

WCO-16908.8 KCs East Coast South America

WCO-22407 KCs West Coast South America

Every Monday, 0315 GMT (10:15 PM EST Sunday)

WMM 25-15607 KCs Australia

WMM 81-11037.5 Northwest Pacific

MARITIME TRADES DEPARTMENT

'Your Job'



NMU And ILA

The AFL-CIO International Brotherhood of Longshoremen is continuing its fight to bring democratic trade unionism to longshore workers, now dominated by the discredited International Longshoremen's Association. It is doing so with the support of the Federation, whose president, George Meany, has clearly indicated that there can be no compromise.

The IBL's determination has generally been greeted with acclaim in the labor movement, which was encouraged by the NLRB election showing that 40 percent of the longshore workers are opposed to the ILA.

In the light of the IBL's good fight, the labor movement was shocked by NMU president Joseph Curran's open support of ILA.

Curran's position on the waterfront issue was stated in the form of a public letter to President Meany on the eve of the NLRB dock election, calling on him to withdraw his support of the IBL. He asserted that longshore workers had, in effect, no interest in the IBL. The 7,500 ballots cast for the IBL answered the latter assertion. But that is not the issue involved. As President Meany stated in his letter of reply, Curran's proposal was completely inconsistent with the concept of decent trade unionism set forth in the AFL-CIO constitution, and was a "deliberate premeditated effort on your part to help these hoodlums [ILA officers] to maintain their control."

What stamps the Curran action as irrefutable irresponsibility is the fact that in calling for support of the mob elements in the ILA, he spoke as a member of the AFL-CIO Executive Council and as a member of the Federation's Ethical Practices Committee. With respect to Curran's repudiation of Federation policy, the AFL-CIO position is clear. But from the standpoint of SIU members, there is another aspect of his letter supporting the ILA which rates consideration.

In embracing the ILA mob elements, the NMU president sought to justify his action by a baseless attack on the SIU; one that is noteworthy for its clear misstatements of fact. For example, Curran wrote, "The SIU—which

today puts itself forward as the main champion of longshoremen, is what is left of an organization formed many years ago for the purpose of destroying the NMU."

The facts are, SIU opposition to the NMU in that period was based, not against the NMU as such, but against the maneuvers which were directed by the Communist-controlled leadership of the NMU. Curran found it expedient then to work hand-in-glove with the purveyors of the Communist party line.

But Curran's irreverence for the facts is not limited to the past. In his letter to Meany supporting ILA, he carelessly but flatfootedly asserted that the Secretary-Treasurer of the SIU, "this year, while the present (IBL) election campaign on the docks was taking shape, met in Texas to negotiate with Anastasia and Teddy Gleason. . . ."

Aside from the fact that the SIU Secretary-Treasurer hasn't been in Texas this year or in several years past and the fact that the SIU has stood firmly and consistently in support of the IBL and the AFL-CIO waterfront position, it is well known to the AFL-CIO and certainly should be to Curran, that just before the IBL petition was filed, ILA leaders begged for meetings to try to evade an election showdown. Such meetings, held in New York, as well as the fact that ILA's request was flatly rejected, are a matter of record; as reported in the "Times" and other newspapers. Curran's fact-juggling is especially queer in light of ILA president Bradley's meetings with Curran for the purpose of getting ILA back into the AFL-CIO.

Some have asked why Curran erupted so irrationally. One view is that the announcement of the SIU's victory in cutting down loggings of seamen exasperated the NMU president. But in attempting to assess human behaviour, one theory is as good as the next.

From a trade-union standpoint, the fact is that the NMU president has elected to act irresponsibly. The motivation doesn't excuse the act.

'For Sale' Sign Put On Six Seized Tankships

WASHINGTON—With US flag tankers worth about \$2½ million on today's feverish tanker market, the Maritime Administration is sure to have plenty of bids for six T-2 tankers now on the block. Two years ago tankers similar to these could have been picked up for \$400,000 to \$500,000 each.

The agency invited bids on the vessels which were forfeited to the United States by Greek shipowner Stavros Niarchos, in settlement of Government claims against him. The vessels had been seized by the US government on charges that they were owned by alien interests, contrary to the provisions of the Ship Sales Act.

Of cheer to US seamen is the news that the six ships will not be available for transfer to foreign flags. The vessels are the Jeanny, Memory, Mermaid, Merrimac, Monitor and Seven Seas. None of them had previously been manned by Seafarers.

In announcing the bids, Maritime Administrator Clarence Morse specified that operators must put down 25 percent of the purchase price, five percent with the bid and the rest when the sale goes through.

"Recent international conditions," Morse said, "have caused an upsurge in demands for tanker tonnage. In keeping with MA policy it is desirable that these ships be put into private commercial use

rather than Government operation."

The six tankers now on the auction block are in addition to 13 Government-owned ships being broken out for charter and eight Navy T-2s which will also be chartered to private operators.

Closing date for the bids on the six tankers is November 16.

Speak Out At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service.

And, of course, all members have the right to take the floor and express their opinions on any officer's report or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their minds.

MEET THE DELEGATE

The backbone of every SIU ship is its delegates. These Seafarers, elected by the crew, are volunteers who represent the crew to the officers, defend the Union agreement and shoulder the responsibility of keeping a crew happy and beefs to a minimum during a voyage. The success of a voyage often hinges on these efforts.

HARVEY McQUAGE,
deck department

Seafarer Harvey McQuage has accumulated a variety of experience in the past ten years sailing in practically every deck department capacity. It's no surprise then that he's been selected on numerous occasions to represent his shipmates as departmental or ship's delegate.

Former Navy Man

McQuage started out as a merchant seaman after 3½ years in the Navy in World War II. He got off a Navy aircraft carrier and went to sea aboard the Signal Hills, an SUP tanker. After a couple of years sailing SIU ships he was tabbed to be deck delegate.



McQuage

From then on it was up to him to learn the ropes.

Apparently he has been successful, judging from the repeated instances he has been called on for that purpose.

Limited Powers

Being a delegate needn't be a tough job, he observes, as long as shipmates understand the limitations of the delegate's powers. For example, one thing he can't do is settle disputed overtime if the department heads insist on disputing it. All the delegate can do under such circumstances is keep a record and turn the dispute over to the boarding patrolman. "The trouble is," he said, "some crewmembers don't or won't understand that the mate or engineer can dispute the overtime if they

feel like it." That's where most delegates' headaches begin.

It would help the delegate considerably, he believes, if Union oldtimers would back up the delegates and explain to "B" and "C" seniority men just what the Union procedure is.

"Too many men think that once the overtime is disputed, they are going to lose it; which is exactly opposite to what happens in most instances once the patrolman takes over the problem."

Keep The Lid On

A delegate's chief assets, he thinks, are the ability to speak up and to keep calm if the officers see things the other way. There's no use getting into arguments with department heads, because crewmembers have to live and work with these same officers. "If necessary, let the patrolman be the 'bad guy' to the mate. After all, the patrolman doesn't have to sail the ship." There's no use making a personal grudge with officers out of a contract beef because life can be pretty uncomfortable all around.

Likes Offshore Runs

McQuage prefers the long offshore runs himself, where, he agrees, the delegate has a little tougher task than on the short runs. Beefs have a way of piling up when a ship is out several months, so the smart delegate gets everything down on paper and has it all ready for the patrolman at the payoff. That speeds things up considerably, with men anxious to get off the ship.

A native of Jacksonville, Florida, McQuage sails out of New York and likes those Far East and around-the-world itineraries. His last ship was the Steel Admiral.

2 Joyce Stowaways Return Again

A pair of stowaways who slipped aboard the Ocean Joyce when it left Turkey two trips ago have twice viewed the US through a porthole but still can't get any closer to it.

When last seen, Osdemir Gurgun, 20, and Kerim Direyfi, 19, had already made three trips



While they had freedom of the ship, stowaways Osdemir Gurgun (center) and Kerim Direyfi (far right) played dominoes with SIU crewmen Thurston Lewis, Dick Suttle and Tate Hall (2nd from right). They were later locked up in ship's hospital and put on bread and water. Photo by Tom Willis.

across the Atlantic, but the captain is still unable to put them ashore. They were allowed freedom aboard for a while, said Thurston Lewis, engine delegate. But when the captain couldn't get anyone to take them off his hands, he locked them up in the hospital and put them on a bread and-water diet.

Slipped Up

"They seem like fine fellows," Lewis noted, "who were just trying to better themselves, but slipped up. At Cadiz and Barcelona they got a hacksaw blade from somewhere and were able to slip ashore for a while. Crewmembers took up a tarpaulin muster to buy them drinks and afford them some relaxation ashore.

"We really think some Turkish consul should intervene on their behalf. They are not being treated well by the skipper and not enough effort is being made to repatriate them. We weren't even allowed to talk to them after a while."

Good Ports

Other news from the Joyce concerns an endorsement of the string of good ports between Casablanca and Genoa, and a caution to watch those draws. "Soon everybody was borrowing from everybody else. There didn't seem to be five bucks left on the ship and, by the time we got to Genoa, after Barcelona and Cadiz, we were cleaned out.

"The Italians said the talk about American seamen making good wages must have been just rumors. . . A typical sight was a shipmate with his pockets turned inside out trying to explain that money wasn't everything. Many seemed unconvinced. . . They passed us up for the 'richer pickings' on foreign-flag ships."

IVY SPOTS HUGE 'BERG -CLEARS IT IN TIME

SIU crewmen on the tanker Ivy made the news on arrival in Durban, South Africa, recently, after they reported sighting a huge iceberg in the South Atlantic, about 2,000 miles west of Capetown.

Fortified with photographs of the ice monster, sighted in the vicinity of Gough Island, a British possession in the mid-Atlantic, they told how they came within a mile and a half of it before they altered course to make sure they were out of its way. Other smaller 'bergs were sighted in the area.

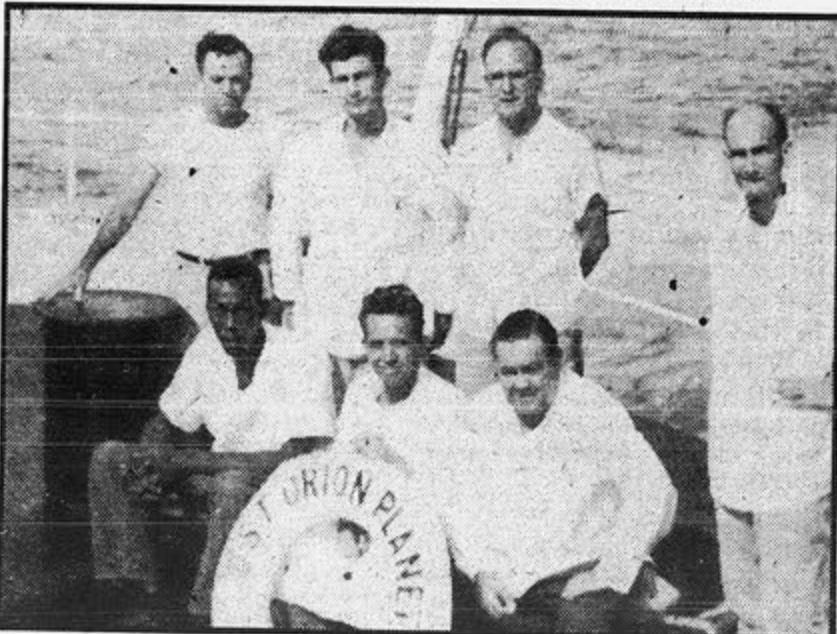
The length of the iceberg, computed through sextant angles and on the ship's radar, were more than 1,200 feet. It towered 375 feet into the air and probably extended to a depth of 3,000 or more feet below the surface. All authorities agree that only about one-ninth of an iceberg shows above the surface.

Due to the iceberg's apparent size, the Ivy took pains to keep well clear of it, since it was not

known how far its edges stretched under the water. The ship was enroute from Buenos Aires to the Persian Gulf at the time, and later put in at Durban for bunkers.

News sources in Durban agreed that the iceberg sighted by the Ivy was one of the largest reported in the South Atlantic for some time, especially so far north.

Tops In Feeding On The Planet



Taking a breather on deck to pose for this shot by "Skinny" Wells, the galley gang on the Orion Planet includes Smith, T. Kelly, J. Douga, J. B. Guidry and Jim Davis, steward (rear, 2nd from right). They're on the shuttle run.

Get That SS Number Right

Seafarers filing vacation money claims should make sure that they use their correct Social Security number. Use of the wrong number means a clerical headache for the Vacation Plan office and slows up the handling of payments.

Also, a Seafarer who uses the incorrect Social Security number is crediting his tax deductions to some other US worker.

JEAN (Bull), Sept. 8—Chairman, J. Townsend; Secretary, R. Sturba. Keep laundry and mess hall clean. Reports accepted. New delegate elected.

HILTON (Bull), Sept. 9—Chairman, M. Grochowski; Secretary, J. Lundy. All steward department rooms have been painted. Need new mattresses. Ship's fund \$26.06. One man missed ship in New York. Report accepted. New engine department delegate elected. Doors to be closed during rough weather to avoid balling water. Lights to be turned off in engine department bathroom when 12-4 watch are sleeping. Place cups in sink after using. Need supply of hospital plan forms. Vote of thanks to steward department.

C S MIAMI (Cities Service), Sept. 4—Chairman, T. Glenn; Secretary, G. Thayer. Captain must have letter from

Treasurer to return ship's fund in San Pedro. Some disputed overtime, to check with patrolman in Wilmington. One man getting off in San Pedro. Vote of thanks to baker and steward department for job well done. Discussion about using jelly glasses for regular glasses; taking care of cots—to be returned when leaving ship. Cooperation of captain and chief engineer appreciated by entire crew.

Sept. 2—Chairman, J. Sullivan; Secretary, J. Rodder. Ship's fund returned in Long Beach (\$40). Repair list to be prepared. One man hospitalized in Honolulu. Headquarters notified. Three hours disputed overtime. Vote of confidence to baker for his work. Union notified that under new feeding program food inadequate for feeding 45 crew members. Lockers not large enough.

OCEAN ROSE (Maritime Overseas), Aug. 26—Chairman, T. Carter; Secretary, R. Shaffner. New delegate elected. Complaint about crew serving themselves. Linen to be returned. Crew to use recreation room at night and in port instead of messroom.

ARICKAREE (US Pet.), Sept. 13—Chairman, C. Shaw; Secretary, C. Morris. Check on slop chest. Fresh water tanks to be cleaned and cemented. Need new frigidair—ice box for messroom. Holes overhead in messrooms to be repaired. Additional wind scoops to be ordered. Need new spare electric fans. New complete set of awnings for back aft. Four extra coffee percolators. Complete new slop chest. Discard or exchange old cigarettes for new ones. Letter to headquarters regarding one member being a trouble maker.

COE VICTORY (Victory Carriers), Sept. 8—Chairman, C. Lawson; Secretary, H. Franklin. Delegate warned crew about getting logged as one has already been logged and trip only a few days old. Steward endeavoring to acquire additional stores to improve quality of food. One man fouled up. One man in hospital in Long Beach, gear sent ashore. Reports accepted. Request headquarters to clarify procedure on \$50 fines.

ALCOA ROAMER (Alcoa), Aug. 5—Chairman, D. Clark; Secretary, P. Calebaugh. Men to familiarize themselves with fire and boat signals. Beefs to be brought to delegates. One man hospitalized in San Juan. Report accepted. Paper to be put on inside passageway decks after main deck is oiled. Consult patrolman about boat drills at sea.

ATLANTIC IMPORTER (Pan Oceanic Nav.), Sept. 4—Chairman, H. Golick; Secretary, W. Moody. Microphone and wire cord missing from shipmate's tape recorder. Some new fans to be put aboard and keys missing from foc'sles will be replaced. Need new coffee urn. Repair list to be made up. Members getting off ship to notify delegates. Discussion on better meat and more milk. Contact hall when ship docks. Have standard grade laundry soap put aboard. Messroom to be kept clean, cups to be returned. Start ship's fund with \$1 donation to be turned over to treasurer.

Sept. 11—Chairman, M. Homer; Secretary, A. Bryant. Pumpman missed ship in Perth Amboy. New coffee urn put aboard. No fund—money stolen while treasurer out of foc'sle. Discussion on captain paying off going up the river, into port of discharge. To start ship's fund. Not enough milk, steward to order more.

GENEVIEVE PETERKIN (Bloomfield), Aug. 5—Chairman, D. Haskell; Secretary, H. Karlisen. Penalty cargo consists of 41 days for voyage. Ship's fund \$27. Ten dollars donated to sick brother. Some disputed overtime. Change unsuitable coffee urn on arrival in New Orleans. Crew to be vaccinated before departure to prevent delay on arrival. Ship's library magazines to be left in recreation room. Vote of thanks to crew mess and pantryman for job well done.

Aug. 26—Chairman, H. Karlisen; Secretary, T. Zielinski. Crew to be properly attired in messhall and not to sit on table or place feet on chairs. All extra soiled linen to be turned in. Cups to be brought back to pantry after using on deck. Washing machine not to be overloaded or used for long period of time.

RION (Actium), Aug. 26—Chairman, A. Bankston; Secretary, C. Ritter. Delegate doing good job. Two men paid off ship, no replacement. Few hours disputed overtime. Crew to take care of washing machine, help to keep ship clean and keep noise down in passageways. Repair list to be made up.

Digest Of SIU Ship Meetings

company before anything on vessel can be moved. New treasurer elected. To start ship's fund. Radio cannot be moved until captain receives instructions from company. Delegates to prepare repair list.

WINTER HILL (Cities Service), Sept. 11—Chairman, F. Stuggess; Secretary, G. Savant. New delegate elected. Second mate using abusive language toward men. Washing machine needs repairing.

BENTS FORT (Cities Service), Sept. 9—Chairman, J. Melms; Secretary, M. Oshitzki. Doors should be closed while in port loading and unloading. Report accepted. Smoking permitted only inside while loading or discharging.

WACOSTA (Waterman), Sept. 2—Chairman, S. Alpedo; Secretary, J. Craft. Repairs being done. Good trip and no beefs. One man hospitalized in Yokohama. Ship's fund, \$9. Men cautioned on acetylene lines running out of engine room. Members urged to pass LOGs around. Vote of thanks to steward department for fine job. Clean ship with no beefs.

JEAN LAFITTE (Waterman), Aug. 18—Chairman, J. Goude; Secretary, D. Mease. Ship's fund \$17. Reports accepted. New delegate elected. Decks in crew quarters to be painted. Iron to be purchased in Japan. Book rack to be made for recreation room aft.

CHARLES C. DUNAIF (Colonial), Aug. 26—Chairman, J. Ziereis; Secretary, F. Mason. Repairs to be taken care of in Japan. New delegate elected. Need soap and soap powder for all departments. Washing machine not to be left running without clothes.

MORNING LIGHT (Waterman), Sept. 8—Chairman, B. Collins; Secretary, W. Morse. Discussion on draw and slop sink. When washing garbage pails dirty water not to be poured into utility sinks. Instructions on operation of valves for hot water in showers. Keep port passageways clean. Secretary-reporter elected. Reports accepted. Captain to see about launch service in Japan.

LA SALLE (Pan Atlantic), June 20—Chairman, A. Fedele; Secretary, J. Sullivan. Food and linen shortage. New delegate to be elected. Delegate wishes to replace chief cook and messman. Cook neglected to leave fund aboard when leaving ship. Report accepted. New delegate elected. Wire screens and cots to be obtained. Suggestion to place suit cases and clothes in hospital aft. Turn off washing machine after using. Soiled linen to be placed in box below. Return cots and glasses to pantry.

July 8—Chairman, A. Fedele; Secretary, J. Rodder. Previous ship's delegate hospitalized in Houston. New delegate elected. Steward consultant told crew about new feeding system and set up same on vessel. Everything running smoothly and feeding is good.

Burly

By Bernard Seaman



LOG-A-RHYTHM:

My Ship

By John Wunderlich

So full of life, yet so lonely,
Burning with impatience,
Longing for some windswept clouds,
Feeling the movements
Of the seas,
So graceful they break . . .

Nothing's as beautiful
As my ship. Is she proud?
Her hull has lines like Venus,
Her steel the strength of Hercules
And her lover is the waves,
Forever reaching for her decks.

The sun enters her sanctum;
Day light fades,
Darkness enters on her satin slip-
pers
And night creeps in over the sea.

Brown-scorched by the tropics,
Hardened by the Arctic winds,
Dreaming of bygone days of glory
Stands our captain;
Rugged and confident,
Capable and strong,
As he feels the movements
of the seas.
And they seem to echo . . .
Nothing's as beautiful
As your ship.

Is she proud?
Her hull has lines like Venus,
Her steel has strength like Her-
cules,
And I am the sea,
The master of the waves—
A lover reaching for her decks.
S/T Orion Planet

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.

Birthday Fete At Sea



Festive birthday celebration for Daniel Demarco, wiper (seated, center), was marked by shipboard party with cake and all the trimmings. Helping to share the cheer with Demarco were (seated, left) Anthony Oro, wiper, and E. Caligura, BR (right); standing, Pete Loleas, steward; J. Antoniadis, oiler; E. Lukowski, bosun; Nick Katsimanis, OS; Fred Bruggner, deck engineer. Nick Souris, oiler, is standing, far left. The scene was on the National Liberty at sea. Loleas sent in the photo.

Blames Cable Trouble On Neptune's Whale

The SS Arthur M. Huddell is supposed to lend a hand in the laying of a telephone cable from California to Honolulu next Spring, but so far nobody has apparently thought of consulting Davy Jones about it.

"It seems there is some controversy among the denizens of the deep," ship's reporter Wylie Jarvis comments, "on whether the human voice should be permitted over cables intruding into Brother Jones' watery domain. This should be thoroughly investigated as no Seafarer would willingly incur the displeasure of these worthy potentates."



Jarvis

Jarvis notes some "whale trouble" already encountered by the Huddell during the survey of the submarine route to be followed by the cable.

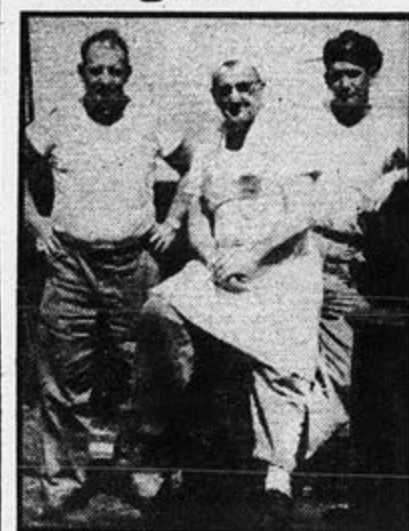
"Communication with Neptune's followers can probably best be established by contacting a whale

we have come to know as Bubber Blubber. This monster may be located northeast of Honolulu in the vicinity of Mount Huddell—so named by the survey expedition."

Thus, in the tradition of those intrepid sea adventurers of the past is a new "discovery" unveiled to the world. Further details on "Mount Huddell" will probably be revealed when the Huddell itself returns to Baltimore next week for lay-up until the Spring.

Earlier, the ship assisted in the laying of a cable between Seattle and Alaska for the Department of Defense by serving as a floating warehouse for the actual cable ship.

Longview Trio



This trio of Longview Victory stalwarts at ease shows (l to r) Steward Barker, the chief cook and Tony Nottage, electrician. Somebody turned the tables on Tony, who's usually on the spot with his camera, but didn't send in his name.

Port Sulphur Brings Out The Tears

Off on a tear, with a bunch of good ports lying ahead of them, SIU crewmen on the Citrus Packer wound up in tears instead.

"They say sailors are sentimental guys, but Port Sulphur, Louisiana, caused supreme sentimental feelings among us. What a crying jag! We cried so much during coffee-time, two messmen drowned," reports Ollie Olyera.

Even Mates Cry
"This was one tear-shedding, sulphur-eating crew. The chief mate tried to join in the tear brigade, but it was obvious the sulphur wasn't what was making him cry. It was the penalty overtime we

were getting. No hard feelings though, mate. But the crew's morale didn't shatter. It's still way above par, due to the ports still ahead of us which will definitely help us regain our eyesight.

"First off, there's Galveston (where everybody goes to Post Office Street without any mail), then Houston, Brownsville and New Orleans. Then to Spain, where we'll find out why Ava left Frankie;

Genoa and someplace in Africa. The way we got it sized up, by the time we get to Africa we'll all be overdrawn, so it won't really matter where we are," Olyera added.

Photo Mix-Up

He added a "PS" and a plea that the LOG refrain from using Sheldon Suit's picture and calling it Olyera's all the time. (The last occasion was August 17, 1956). "Tex Suit is a very good friend of mine and I always feel I owe him an apology for having my name under his picture." (For the record, the photo above has definitely been established as Olyera's this time. —Ed.)



Olyera

LET 'EM KNOW!
Write TO THE LOG

SEACLOUD (Pegor), Sept. 23—Chairman, J. Parnell; Secretary, A. James. Headquarters asked why captain does not carry American money. New reporter elected. Lack of cooperation from night cook and baker. Leaves room and galley dirty; incapable of performing duties. To be discussed with patrolman at payoff. Discussion on ice boxes. More variety in night lunches.

DEL VALLE (Miss.), Sept. 22—Chairman, C. Murree; Secretary, R. Irizarry. Two men logged. Crew's quarters need painting and repairs. Ship's fund \$172.69. Coffee rack to be built in messroom. All purchases from ship's fund to be kept for unlicensed personnel only. Laundry room to be cleaned. More cokes to be purchased for next voyage. \$1 to be deposited to cover empty cases. Vote of thanks to brother for beer and shrimp party. Vote of thanks to treasurer and steward department for fine food, service and cooperation.

STEEL RECORDER (Isthmian), Sept. 16—Chairman, G. Brazil; Secretary, E. McDavid. Ship's fund \$11.40. Few hours disputed overtime. One man reported ill.

ROBIN TUXFORD (Robin Line), Sept. 15—Chairman, F. Johnson; Secretary, E. Harris. Need supply of auromycin. Insufficient supplies in slop chest for voyage. One brother left behind in Capetown Hospital. Headquarters notified. Some disputed overtime. Reports accepted. Too much noise in passageways while crew is sleeping.

IDEAL X (Waterman), July 27 —Chairman, C. Doggett; Secretary, W. Bosum. Contract on trailer carrying tanker agreement explained to members. New delegate elected. Ship's fund \$4.14.

Aug. 11—Chairman, C. Doggett; Secretary, C. Dick. Vote of thanks to steward department. Ship's fund \$4.14, turned over to patrolman in Mobile as ship going to shipyard for repairs. Two hours disputed overtime. Repair list to be drawn up.

ATLANTIC TRANSPORTER (Pan Oceanic), Sept. 24 —Chairman, C. Barnhill; Secretary, W. Walsh. Five-gallon coffee urn needed. Need more fans. Few hours disputed overtime. One man missed ship in Port Arthur; one man missed ship northbound.

Cups to be returned to pantry. Glasses to be kept out of sink. Reports accepted. Request payoff every second voyage—to avoid delay for men desiring to get home. Request to hold meeting every other voyage unless business demands it. Stainless steel or plastic water pitcher to be placed in messroom. Bushing to be installed on chairs, cleaned and shelacked. Any deck man willing to stand by for members living in ports of call to be permitted to do so.

COUNCIL GROVE (Chiles Service), Sept. 28—Chairman, T. Faulkner; Secretary, M. Duco. Discussion on poor food and menus. Steward promised to work with cooks. Complaints about food, repairs—changes suggested. Ship sailed short pumpan. Some disputed overtime. Report accepted.

Digest Of SIU Ship Meetings

Need variety of vegetables, jams, etc. Too much tenderizer used in steaks. Cooking not up to par.

MICHAEL (Cafras), Sept. 6—Chairman, A. Harrington; Secretary, R. Campbell. Most repairs to be completed in shipyard. Passageways to be cleared, cots put aboard, also coffee pots and toaster. Ship's fund \$6.50. Some disputed overtime. New delegate elected. Condition of water to be taken up with patrolman. Need washing machine, scoops and screens. Messroom and galley to be kept clean. Ship needs fumigating.

YORKMAR (Calmar), Sept. 16 —Chairman, W. Johnson; Secretary, L. Brown. Ship's fund \$18.07. Need rub-

ber wind scoops. Welding rods not to be used to hold up port hole and dead lights. Washing machine and sinks to be kept clean. Wringer to be repaired. Vote of thanks to steward department and galley force.

ROBIN MOWBRAY (Robin), Sept. 9 —Chairman, H. Hunt; Secretary, A. Goncalves. Ship's fund \$37.55. Some disputed overtime. To increase ship's fund. Every crew member to contribute \$1 to fund. Bacon, fried potatoes, corn muffins, etc. to be made more palatable. Need slicing machine. Proper attire to be worn in messhall.

DEL AIRES (Miss.), Sept. 21—Chairman, V. Zambito; Secretary, J. Gaspard. Delegate elected. Each department to consult respective delegates whenever minor beefs are reported. Some disputed overtime. One member reported performing. Clarification of misprint in LOG pertaining to number of patrolmen in Houston area. To check with patrolman regarding quality of meats. Anyone spreading rumors topside to be brought up on charges.

ALCOA RANGER (Alcoa), Sept. 16 —Chairman, A. Carpenter; Secretary, C. Fisher. Springs to be repaired on return trip. Pantry to be kept clean at all times. Crew to cooperate.

ANGELINA (Bull), Aug. 7—Chairman, B. Shannon; Secretary, E. Debaradelaben. New delegate elected. Television repaired. Ship's fund \$15. Few hours disputed overtime. Need board for showers. Repair list to be turned in.

Aug. 7—Chairman, B. Shannon; Secretary, E. Debaradelaben. Three men missed ship. Ship's fund \$15. Some disputed overtime. Shortage of milk. Need locks for screen doors to keep stevedores out. Lock to be fixed on oiler doors. Dishes not properly sterilized.

SEATRIN TEXAS (Seatrains), Sept. 15—Chairman, J. Allen; Secretary, G. Sinclair. Steward department overtime beef settled. Ship's fund \$68.85. Report accepted. New delegate and reporter elected. Steward reported on linen situation, explained reason for shortage of towels.

SEATRIN LOUISIANA (Seatrains), Sept. 16—Chairman, B. High; Secretary, B. Hay. Need new tubs for laundry. Few minor beefs, to be taken

up with patrolman. Pictures sent to LOG. Ship's fund \$145. Some disputed overtime. Reports accepted. New delegate elected. Beef on food, cooking and menus. If cook and steward unable to get vote of confidence they would leave ship. This to be taken up with boarding patrolman.

ALCOA PILGRIM (Alcoa), Sept. 16—Chairman, E. Such; Secretary, W. Nickelson. One man missed shift from Paramaribo to Moengo and due to poor transportation was unable to rejoin ship until following day. Ship's fund \$21.02. Reports accepted. Additions made to repair list. Complaint on hot water explained by delegate. Toaster to be used for toasting bread only.

ALCOA ROAMER (Alcoa), Sept. 17—Chairman, D. Clark; Secretary, P. Calebaugh. Repair lists to be made up. Members to make more donations for films. Ship's fund \$17. Some disputed overtime. Report accepted. Vote of thanks to steward for time and work spent on showing films to members. Laundry to be kept clean.

CHILORE (Ore Nav.), Sept. 16 —Chairman, T. Yablonsky; Secretary, J. Springer. Beef on soap pending action of port steward. Ship's fund \$24.50. Report accepted. Each department delegate to be responsible for his men prior to sailing time. Pantry to be kept orderly at all times. Laundry to be kept open for day workers in evening. Repair list to be passed out to each department delegate.

CAROLYN (Bull), Sept. 16—Chairman, A. Sheehan; Secretary, A. Argones. Ship's fund \$13. Two hours disputed overtime. Report accepted. Vote of thanks to cook for fine food.

HILTON (Bull), Sept. 21—Chairman, J. Crowley; Secretary, J. Lundy. Due to lay-up, meeting called to decide disposition of ship's fund, radio and television sets. Ship's fund \$26. TV set, accessories and radio to be turned over to Union hall for next crew. Pay brother for inverter loaned to crew.

SEATIGER (Colonial), Sept. 16 —Chairman, F. Meinerth; Secretary, J. Howard. \$50 clothing allowance for clothes ruined by rust, salt and oil in water. Need new ice box. Payoff in Houston, Texas. Ship's fund \$2.84. Twenty hours disputed overtime. Crew's quarters need painting. Angle

iron to be put in shower and cement. Need awning. Captain refuses to pay overtime to clean galley. Ship to be fumigated. Mate partial about overtime, will not let bosun equalize same.

MARIE HAMIL (Bloomfield), Aug. 21—Chairman, W. Young; Secretary, H. Pierce. Disputed overtime to be paid this trip. Ship's fund \$10.40. Member who wrote degrading letter concerning crew mess be voted off ship. Vote of thanks to steward department for job well done.

Sept. 2—Chairman, J. Mitchell; Secretary, H. Pierce. Some disputed overtime. Three men missed ship, cards turned in headquarters. Engine department overtime settled. Ship's fund \$10.40. Bathrooms and showers to be painted. Communications read and posted. Letter to be sent to headquarters concerning Atlantic Laundry. Five dollars to be given to delegate for expenses in New York. Special dishes to be prepared by steward if anyone desires them.

HASTINGS (Waterman), Sept. 16—Chairman, C. Wallick; Secretary, J. Wells. List of men logged and missed ship in Far East to be given to patrolman. Repair list to be made up. Ship's fund \$32. Few hours disputed overtime. Crew quarters to be souaged before returning to east coast. Need port hole screen and plastic wind chutes. Deck and recreation room to be painted. Question of transportation to hospital to be taken up with patrolman.

ANNISTON (Ace), Sept. 10—Chairman, W. Clegg; Secretary, McLeod. No beefs. To thank captain for making voyage a pleasant one. Some disputed overtime. One man hospitalized in Korea. Vote of thanks to steward department for job well done. To thank captain for taking care of men needing medical attention. Crew to chip in for sugar donated to orphanage in Korea. Balance to be used for ship's fund.

CHILORE (Ore), Sept. 16—Chairman, T. Yablonsky; Secretary, J. Springer. Beef on soap—pending action of port steward. Ship's fund \$24.50. Report accepted. Each department delegate to be responsible for men in his department prior to sailing time. Pantry to be kept orderly at all times. Laundry to be kept open for day workers in evening. Repair list to be given each department delegate.

Indonesia Crimewave Cleans Out Navigator

"We wuz robbed!" seems to sum up the reaction of the Steel Navigator to some exotic-sounding spots in Indonesia. While SIU crewmen were working elsewhere on the ship or were taking advantage of time off to go sight-seeing ashore, a band of sneak thieves took advantage of their absence—and took everything else in sight also.

The crimewave hit the ship in Belawan, Sumatra, and in Djakarta, Cheribon and Semarang, Java. "Sam the messman got a real working over. They took him for a couple of suits, extra pants, a suitcase and two \$100 bills in the

jacket pockets of two suits," reported ship's delegate Pete Serano.

"They didn't neglect the deck department either. The bosun and the carpenter will be coming home schooner-rigged, too. The coolies also helped themselves to a few things in the 8-12 deck foc'sle, when they paid deck delegate Ramsey a visit.

"Having a gangway watch doesn't make much difference, because some of these natives can climb like monkeys and one man can't watch the whole ship. The best thing is to keep them out of the foc'sles all the time, so they can't line up things to steal later. Those who locked their foc'sles weren't bothered at all, because the pickings were so good from those who didn't."

But those who didn't bother to lock their foc'sles have made it plain that they won't make the same mistake twice—not if they're ever in these parts again.

Adding insult to injury was the loss suffered by some of the crew when laundry put ashore in Beirut, Lebanon, was never returned, which just shows that when trouble hits, it hits all along the line.

"All of this cuts heavily into our payoffs, so you just have to be extra careful in these ports. We hope nobody gets caught short like we did," Serano added.



Serano

Pony Ride



Bill Adams waves hello from Cadiz, Spain, where the boys on the Hurricane were having a time. The nag is made out of wood, but Bill doesn't seem to mind. The ship is soon due back in the US.

'Meeting At The Summit'



Some of the gang on the High Point Victory poses at a recent meeting after they completed action on Union business. Photo by N. E. Wroton, Jr., engine delegate.

Skipper's Fondest Dream: Steak Like Delegate Gets

Steak and potatoes is the classic American dish. Nine times out of ten, the only thing wrong with it is that it's over too soon.

This chronic complaint came out into the open on the Neva West when the skipper, upon being presented with a steak that could be described as "quite a bit smaller than standard," disposed of it in a few quick bites. Feeling no dent made in his appetite, he passed a remark to the saloon messman which is "a classic that merits retelling," according to Ted Schultz, ship's reporter.

"Let's Have Another 'Now,' said the skipper, 'bring me one like they send the ship's delegate.'"

The delegate, V. Wilkerson, "has equal proportions in his own right; his waist measurement equals his

height, and his capacity for steaks is also equal to his size. So, with everything considered, perhaps the skipper was on solid ground when he made his remark."

Although Schultz neglected to note whether the skipper achieved steak parity with the delegate, it can be assumed that he did. They'll just have to get bigger steers from now on to satisfy appetites like both the skipper and Wilkerson apparently have.



Wilkerson

Lauds Hospital In Bremerhaven

To the Editor: As there are two of us from the same ship here in the hospital, I thought I would take this time to write the LOG and give a good word for Saint Joseph's Hospital in Bremerhaven.

We really get attention and service, and there are many fine doctors here. I am being released today, but the other brother is in a critical condition from a back and leg injury. I think the SIU welfare department should look into his case. He is Brother Arthur S. Reinhold.

As for myself, I soon hope to be out of drydock and back sailing with the best Union in the world. I should be fit for duty again in about three weeks.

Here's wishing everyone in the SIU smooth sailing, and success to the best officials in the business.

L. J. Pate

(Ed. note: The Union has already contacted Brother Reinhold directly in Bremerhaven.)

Seafarer Leads Way To Europe

To the Editor: We are now on our way through the Panama Canal, bound for Europe after leaving San Francisco and Long Beach.

Thus, the Steel Seafarer will be the first Isthmian ship going to Europe. We are due to call at Antwerp, Rotterdam, Bremen, Hamburg and Le Havre on this run.

It looks as if all the guys who used to stay on the North Atlantic run haven't lost all their

chances to get back there again, because a few more Isthmian ships will be going there also. We crewed up in New York in July, went to the Far East and then picked up a cargo there for Europe. It's a long trip, but the fellows don't seem to mind it too much. I came on here myself only after a few fellows paid off on the West Coast to go into the hospital.

In this connection, we'd like to know if the men who came aboard on the West Coast will get transportation back to the

much satisfied with the SIU. We on this ship, the Anniston, are proud to belong to the best Union afloat.

Soon after we left Korea, the captain had a nervous breakdown. The crew is taking turns standing watch around the clock, and no one is putting in overtime for it. As I see it, that's damn good brotherhood spirit. Where else but the SIU would you see it?

Tom Buterakos
Ship's delegate

Good Fellowship Tops On Seatrain

To the Editor: There isn't much news to report from the Seatrain Louisiana. This is what a lot of the fellows call the "milk run" on the coast.

But the fellowship aboard this ship is pretty good. We have with us the one and only Garcia, out of Galveston, who tries to make things run Union-style, and we can't forget Bob High, who is doing a fine job as ship's delegate. It's no wonder this ship is the best of ships on this run. That's our opinion anyway.

Everyone seems happy with the chief cook, Brother Szymanski, whom I believe cooks the best meals on these Seatrain scows. In fact, the whole steward department seems to be pleasing the crew which I might also say, is one of the best, too.

Things don't happen too often out here on the smooth waters of the coast, so we'll try to find more to write about later.

Bill Hay
Ship's reporter

Welfare Help 'A Lifesaver'

To the Editor: I would like to state here and now to all brother members of the SIU my appreciation for the wonderful help I've received from the SIU Welfare Plan.

I've been in and out of the hospital since 1953 and, if it weren't for the SIU welfare benefits, I don't know what I would have done. The welfare plan has really taken care of me. I hope to be on the high seas soon among my old friends and shipmates once again. I can't say enough and praise the SIU Welfare Plan enough, but in all humility and from the bottom of my heart, I sincerely say thanks. I'm proud to be among the many members of the SIU. This is the only way I know to express my sincere appreciation and thanks for the help given me by the Union and the welfare department.

Ernest H. Webb

Thanks Seafarers For Last Tribute

To the Editor: I wish to express my heartfelt thanks to each and every one of you for the kind consideration shown me in my time of sorrow. Frank had always expressed a desire to have his Union brothers there whenever it was God's will to take him, and I thank you from the bottom of my heart for fulfilling that desire for him.

I'm thankful that Frank's many years of love and devotion to the Union and the men he worked with was so remembered and rewarded.

Mrs. Edna Bose

Letters To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

West Coast if the ship pays off on the East Coast or Gulf Coast after returning from Europe.

Edmund K. W. Eriksen
(Ed. note: Men who came on as replacements for crewmen who paid off sick will be entitled to transportation back to West Coast if ship pays off on Atlantic or Gulf coasts.)

Spirit Tops On Anniston

To the Editor: Since the SIU signed an agreement with Ace Steamship, it has been brought to my attention that the company is very

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL BALTIMORE, MD.
 - Mack Acosta
 - Eusibio Andaya
 - Leslie Brillhart
 - Frank Cardova
 - Herman Carson
 - David Fair
 - Joseph Gill
 - Gorman T. Glaze
 - Halim Y. Hambouz
 - Torleif Hansen
 - Clarence R. Haun
 - Walton O. Hudson
 - Edward Huizenga
 - Henry Kantorski
 - Ramon Maldonado
 - Francisco Mayo
 - James T. Moore
 - John A. Morris
 - James Porter
 - William E. Roberts
 - Richard Schwartz
 - Alonso D. Sistrunk
 - Ernest H. Webb
- CHRONIC DISEASE HOSPITAL MONTEBELLO BALTIMORE, MD.
 - Francisco Bueno
- USPHS HOSPITAL GALVESTON, TEXAS
 - Oliver J. Fielding
 - Concepcion Mejia
 - Alfonso Olaguibel
 - G. E. Richardson
 - James M. Snell
- USPHS HOSPITAL MOBILE, ALA.
 - Cecil G. Merritt
- MEMORIAL HOSPITAL LAKE CHARLES, LA.
 - Harvey Trawick
 - Joseph C. Wallace
- ST. PATRICK'S HOSPITAL LAKE CHARLES, LA.
 - William W. Owens
- USPHS HOSPITAL NEW ORLEANS, LA.
 - John L. Caldwell
 - Paul Capo
 - Porter Causey
 - G. W. Champlin
 - David Cincora
 - John Clark
 - Cloise Coats
 - Fred Daugherty
 - Harry Dossett
 - William Driscoll
 - Willie Edwards
 - Jaime Fernandez
 - Earl G. Garberson
 - Enoch Gaylor
 - Francis Gomez
 - Clarence Graham
 - Clarence Hafner
 - Julius C. Hoey, Jr.
 - Harold Keith
 - Martin Kelly
 - Frankie Kittchner
 - Edward G. Knapp
 - Thomas Landa
 - Antoine Landry
 - Leo H. Lang
 - Fay Langley
 - William Lawless
 - Michael Muzio
 - Walter Orman
 - John Overton
 - Sherwood Piner
 - Winford Powell
 - Randolph Ratcliff
 - F. Regalado
 - Wade H. Sexton
 - Toefl Smigielski
 - Lionie R. Tickle
 - Luciano Toribio
 - Dirk Visser
 - James E. Ward
- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY
 - Eladio Aris
 - Fortunato Bacomo
 - Frank T. Campbell
 - Robert M. Douglas
 - John J. Driscoll
 - Dolan D. Gaskill
 - Robert E. Gilbert
 - William Guenther
 - Bart E. Gurantick
 - Howard Hailey
 - Talb Hassen
 - Thomas Isaksen
 - Henry V. Keane
 - Ira H. Kilgore
 - Ludwig Kristiansen
 - Frank J. Kubek
 - Frederick Landry
 - Karrel Leetmaa
 - Leonard Leidig
 - Anthony D. Leva
 - Mike Lubas
 - Archibald McGuigan
 - Harry F. MacDonald
 - Michael Machusky
 - Benjamin J. Martin
 - Albert Martinelli
 - Vic Milazzo
 - Joseph B. Murphy
 - W. P. O'Dea
 - Ralph J. Palmer
 - George G. Phifer
 - James M. Quinn
 - George E. Renale
 - George E. Shumaker
 - G. Sivertsen
 - Henry Smith
 - Michael Toth
 - Karl Treimann
 - Harry S. Tuttle
 - Fred West
 - Norman West
 - Virgil E. Wilmoth
 - Pon P. Wing
- USPHS HOSPITAL STATEN ISLAND, NY
 - Fortunato Alfonso
 - Birdie Biggs
 - William P. Buttner
 - George Carlson
 - Eugenio Colon
 - Walter L. Davis
 - Hezekiah Donovan
 - Earl Erickson
 - Kurt Franke
 - David Furman
 - Estell Godfrey
 - Charles Herring
 - J. Huisman
 - Antonio Ibarra
 - Alfred Kaju
 - James McFarlin
 - Filip Madsen
 - Vincent Meehan
 - Lawrence Moore
 - Harvey W. Morris
 - John F. Murphy
 - Robert Parker
 - Jose Rodriguez
 - Rafael Rodriguez
 - Antonio Sanchez
 - Manuel E. Sanchez
 - W. Schoenborn
 - Stanley Scott
 - Joseph Shefuleski
 - Calisto Sliaran
 - Joseph Snyder
 - Leonidas Tollas
- USPHS HOSPITAL NORFOLK, VA.
 - Francis J. Boner
 - Richard H. Daniels
 - Herbert W. Davis
 - Joseph A. Proulx
- USPHS HOSPITAL SAN FRANCISCO, CAL.
 - Orville E. Abrams
 - Charles Dwyer
 - Martin M. Hammond
 - Michal Michalik
 - James C. Powell
 - Harry Schultz
 - William A. VanDyne
- USPHS HOSPITAL SAVANNAH, GA.
 - Terrell Adams
 - Jose Blanco
 - Jimmie Littleton
 - Abner Raiford
- USPHS HOSPITAL SEATTLE, WASH.
 - Edison R. Brown
 - Patrick G. Fox
 - V. A. Lawsin
 - Mike Orcine
- USPHS HOSPITAL FORT WORTH, TEXAS
 - Benjamin F. Deibler
 - Simon Glove
 - Siegfried Gnittke
 - James R. Hodges
 - John C. Palmer
 - Rosendo Serrano
 - Robert N. Young
- VA HOSPITAL ALBUQUERQUE, NM.
 - Charles Burton
- VA HOSPITAL MEMPHIS, TENN.
 - Billy R. Hill
- USPHS HOSPITAL MEMPHIS, TENN.
 - Claude F. Blank

SANTORE (Ore), Sept. 16—Chairman, L. Hopkins; Secretary, O. Bartlett. Repair list turned in. 100 hours disputed overtime last trip—not good. Report accepted. No delayed sailing at Seven Islands. Contacted Baltimore hall concerning deck department disputed overtime. No good.

CAROLYN (Bull), Sept. 16—Chairman, A. Sheehan; Secretary, A. Aragon. Ship's fund \$13. Two hours disputed overtime. Report accepted. Vote of thanks to cooks for good food prepared.

SEATRAN SAVANNAH (Seatrains), (no date). No chairman, no secretary. Black gang foc'sle sougeed engine room cleaned. Ship's fund \$42.22. Two men leaving ship. Reports accepted. Patrolman to see about fans. Need more milk, bread and bath

own beefs. Meeting to be held in San Pedro and all matters to be taken up with the boarding patrolman. New delegate elected. Sufficient stores to be taken aboard in San Pedro to last entire trip. Electric fans to be turned off in foc'sles when not in use.

CITIES SERVICE MIAMI (Cities Service), Sept. 21—Chairman, T. Glenn; Secretary, W. Ryan. Repairs not completed. Washing machine agitator replaced. Money to be collected at payoff for iron. OT sheets not yet returned. Disputed overtime, delayed sailing. Report accepted. Lack of spices, preserves and other stores. Crew would like fresh potatoes instead of left-overs.

SEATRAN GEORGIA (Seatrains), Sept. 23—Chairman, V. Whittey; Secretary, Sir Charles. Shortage of stores. Crew not to make draws before getting off. Ship's fund \$16.12. Report accepted. New treasurer elected. Storeroom door to be opened at meal times—to be taken up with patrolman. More variety of ice cream. Gangway man to take phone calls for members leaving ship. Coca Cola machine obtained. All general beefs settled. Sugar and milk to be placed in one spot for easy access at coffee time. Noise to be eliminated in passageways while crew is sleeping. Discussion about time which constitutes lateness at sailing time.

ELIZABETH (Bull), Sept. 24—Chairman, A. Friend; Secretary, none. Repairs to be taken up in union hall. Engine department rooms to be sougeed. Reports accepted.

IVY (Colonial), Sept. 8—Chairman, A. Paige; Secretary, R. DeVirgile. Telegram and flowers sent for death in family of brother. One brother left ship in Curacao for medical treatment. Slop chest to be open only between 6 & 7 PM Fridays. Sick men to report any time to bridge for treatment. Fresh stores picked up in BA in replacement for spoiled meat thrown overboard. Few hours disputed overtime. One man missed ship in BA. Vote of thanks and confidence to delegate. Crew not to fraternize with topside men. Messhall to be kept clean.

ANTINOUS (Waterman), Aug. 7—Chairman, A. Morse; Secretary, C. Ellzey. Install port hole screens and fans, red light on washing machine to indicate when shut off. Sept. 9—Chairman, J. Dunlap; Secretary, M. McNabb. Very good captain. Vote of thanks to messmen for courtesy and cleanliness of messhall and service at all times.

DEL SUD (Miss.), Sept. 9—Chairman, W. Pekkins; Secretary, J. Stephens. Two men missed ship in St. Thomas. Sympathy extended to three members who had deaths in families. Fight aboard ship Sept. 9. Clarification needed on reporter's duties. Ship's fund \$51. Few hours disputed regarding rest period on days of arrival. Report accepted. \$10 given to sick seaman. \$45 for magazines. Motion to publish new list of senators upon completion of November election to familiarize Seafarers with same. Membership cautioned about fighting aboard ship.

FORT BRIDGER (US Petroleum), Sept. 16—Chairman, H. Meng; Secretary, C. Bengert. Sailing time to be posted when official information received. Any member treated unfairly to report to captain. Ship's fund \$10.20. Three men short—one man joined ship in Sasebo, Japan. Deck department to settle watches for shore leave. Some disputed overtime and delayed sailing. New delegate elected. Captain to arrange for sufficient money for draw for all. To obtain shore passes soon as possible. Steward complimented for good vegetables and fruits—cooks for fine preparation of food. Screen door to be fixed.

FEDERAL (Trafalgar), Sept. 15—Chairman, E. Harrison; Secretary, D. Meehan. New delegate elected. Two men short. Picked up five crewmen at Singapore. One man hospitalized at Bahrain. Ship's fund 19,400 Yen. Coffee and sugar containers to be purchased. Crew members to donate 1,000 Yen to fund at first draw. Several hours disputed overtime. Receiving sour milk and quick-rotting fruit in Japan. Coffee to be kept in urn after morning and noon meals. Mail situation bad. Washing machine agitator and wringer out of order. Machine not to be used after 2200 hours. To investigate why cannot receive US money or traveler's checks when in Japan. Ship needed engine repairs. Mail being tampered with and stolen from mail box.

ALCOA CORSAIR (Alcoa), Sept. 8—Chairman, J. Prestwood; Secretary, T. Costello. Ship's fund \$206.60. Report accepted. New delegate and reporter elected.

WINTER HILL (Cities Service), Aug. 30—Chairman, R. Coe; Secretary, F. Reese. Need clean table cloths. Men to put in full two hours on sanitary work. Discussion on money draws down south. Keep pantry clean, cups, dishes, etc.

CHIWAHA (Cities Service), Sept. 13—Chairman, H. Morris; Secretary, G. Hair. FWT fired for missing watch in Lake Charles. Replaced. Four hours disputed overtime. Question about dental care. Report accepted. Engine department to cooperate with men on sanitary.

COUNCIL GROVE (Cities Service), Sept. 14—Chairman, J. Smith; Secretary, M. Duco. Beef about food. Ship needs fumigating for cockroaches. New treasurer elected. To start ship's fund this payoff. One man missed ship in Norfolk. Report accepted. Need more variety of food such as jams, buttermilk, vegetables, etc.

Digest Of SIU Ship Meetings

towels. Delegate to pick up items in New Orleans. Bugs in crackers. Need ladder for bunk in 4 to 8 deck watch. TV to be repaired with money from ship's fund.

TOPA TOPA (Waterman), Aug. 30—Chairman, D. Ravosa; Secretary, F. Kustura. New delegate elected. Delegate asked cooperation of crew. Captain to order gear and cigars from slop chest in New Orleans.

ALCOA RUNNER (Alcoa), Sept. 16—Chairman, A. Richards; Secretary, T. Wasiluk. Patrolman to contact company to determine why fresh milk cannot be delivered same day ship arrives in ports of Puerto Rico. Ship's fund \$13. Report accepted. Ship to be fumigated while in dry dock. Need fly paper in messhalls and fit guns for each department. Chairs, tables and cushions in messhall to be cleaned and painted. Cold supper in tropics for a change.

MARGARET BROWN (Bloomfield), Sept. 2—Chairman, D. Jones; Secretary, C. Wages. New delegate elected. No beefs. Reading matter purchased from ship's fund. Vote of thanks to delegate. Ship's fund \$20.08. Semi-weekly newscasts to crew by radio operator. List of amount that can be drawn per day to be posted on board in recreation room. Cooperation urged in using washing machine. Vote of thanks to deck department in getting stores aboard under difficult conditions—impeded by cargo.

SEATRAN NEW JERSEY (Seatrains), Sept. 22—Chairman, B. Blanton; Secretary, D. Rundblad. Air conditioner to be put in order. Oiler fired. To see patrolman about same. New delegate elected. Poop deck awning to be fixed.

ROBIN LOCKSLEY (Seas Shipping), Sept. 16—Chairman, C. Kautz; Secretary, A. Cunningham. Baking could be better; cooking improved. Ship's fund \$21. Some disputed overtime. Motion to publish clarifications quarterly. Library to be kept orderly and laundry to be kept clean. One man hospitalized in Capetown. Headquarters notified.

AZALEA CITY (Waterman), Sept. 2—Chairman, J. McRae; Secretary, S. Malvenan. One man missed ship in San Francisco. Two members in deck department failed to report when ship shifted in San Francisco. Matter to be referred to patrolman at payoff. Ship's fund \$9.90. Two hours disputed overtime. Report accepted. Discussion concerning inadequate slop chest aboard. Return cups to pantry.

CECIL N. BEAN (Dry Trans), Sept. 21—Chairman, B. Doran; Secretary, F. McQueeny. Ship's fund \$33. Several hours disputed overtime. Repair list turned in to delegate. Letter received from headquarters regarding beefs and penalty cargo. Ship's fund to be donated to LOG. Shortage of linen. Beef on soap powder; ice cream—to be discussed with patrolman.

KATHRYN (Bull), Sept. 23—Chairman, P. Bush; Secretary, S. Ortiz. One brother hurt aboard ship and left in hospital. Ship's fund \$6. Reports accepted. Communication on Clark-Sanford-Wread accepted. To contact Secretary-Treasurer about opening San Juan hall. To have life line for engine utility from midships to fore peak. Need new fans. Check hot water situation.

GEORGE A. LAWSON (Pan Oceanic), Sept. 15—Chairman, F. Brodzki; Secretary, none. Need new washing machine. Reports accepted. Need new refrigerator.

OCEAN DEBORAH (Ocean Trans), Aug. 19—Chairman, C. McDowell; Secretary, D. Patterson. Expulsion from Union of two men in steward department requested. Letter written to headquarters. Complaint about men asking about draw. Few beefs. Few hours disputed overtime. Vote of thanks to galley force for job well done under existing conditions. Question about painting out 12-4 black gang foc'sle. To be referred to patrolman. Each department to handle

RECENT ARRIVALS

All of the following SIU families will collect the \$200 maternity benefit plus a \$25 bond from the Union in the baby's name:

Sharon Renee Simmons, born August 3, 1956, to Seafarer and Mrs. Jose Simmons, Philadelphia, Penna.

Steven Lee Simmons, born October 1, 1956, to Seafarer and Mrs. Thomas B. Simmons, Norfolk, Va.

Jeffrey Scott Gaddis, born September 1, 1956, to Seafarer and Mrs. Jesse P. Gaddis, Alexandria, Va.

Ivonne Carey Miranda, born September 26, 1956, to Seafarer and Mrs. Charles Carey, Metropolitan, PR.

Cecelia Helen Flores, born September 24, 1956, to Seafarer and Mrs. Pedro T. Flores, Elbaton, Md.

Sherry Yves Rendueles, born September 25, 1956, to Seafarer and Mrs. Manuel A. Rendueles, Baltimore, Md.

Deborah Lynn Gibson, born September 27, 1956, to Seafarer and Mrs. Samuel Gibson, Prichard, Ala.

David Brian Mottram, born September 15, 1956, to Seafarer and Mrs. Richard P. Mottram, Merrimac, Mass.

Eileen Devlin, born October 19,

1956, to Seafarer and Mrs. Edward J. Devlin, Bronx, New York.

Freddie Michael Burrows, born July 13, 1956, to Seafarer and Mrs. Clarence F. Burrows, Mobile, Alabama.

Bruce Edward Knight, born October 18, 1956, to Seafarer and Mrs. Bruce E. Knight, Norfolk, Va.

Kim Jacqueline Mosley, born October 14, 1956, to Seafarer and Mrs. Clemmie E. Mosley, Savannah, Ga.

Betty Jane Carrasquillo, born October 2, 1956, to Seafarer and Mrs. Lorenzo Carrasquillo, New Orleans, La.

Vacation Pay Shoots Past \$6.5 Million

Total vacation benefits paid to Seafarers since the Seafarers Vacation Plan went into effect in February, 1952, have now passed the \$6½ million mark.

The rate of payments is due to increase as a result of the new \$260 benefit rate in effect.

The new rate, representing a \$16 increase over the previous \$240 rate, is the third such increase since the Vacation Plan started functioning. In October, 1944, the initial rate of \$140 a year was raised to \$176, and in January, 1956, there was a second boost to \$244.

Also going into effect October 15 were improved welfare benefits as follows:

*Parents eligible for hospital-surgical protection if supported by Seafarer for past five years.

*The \$10 daily hospital-bed benefit for parents, wives and children to continue for as long as they are hospitalized.

*The \$100 hospital extras allowance for Seafarers' dependents to become \$200 after 31 days.

*The death benefit increased from \$3,500 to \$4,000.

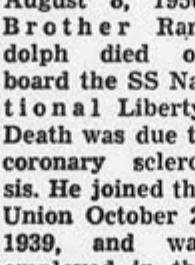
Final Dispatch

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries:

Raymond W. Frye, 44: A resident of Stockton, California, Brother Frye died from a brain hemorrhage at the USPHS Hospital in San Francisco, October 5, 1956. Brother Frye joined the Union February 9, 1939, and was sailing in the deck department. He is survived by his wife, Catherine A. Frye.

Claude H. Randolph, 63: On August 8, 1956, Brother Randolph died on board the SS National Liberty. Death was due to coronary sclerosis. He joined the Union October 2, 1939, and was employed in the steward department. Brother Randolph is survived by a sister, Mrs. Ruth Hallock of Horseheads, NY.

T. B. Lawson, 41: A resident of Knoxville, Tennessee, Brother Lawson died of a liver ailment in New Orleans on August 26, 1956. He joined the Union March 22, 1939, and was sailing in the steward department. Brother Lawson is survived by his sister, Mrs. Millie Moore of Knoxville, Tennessee.



for SIU MEMBERS!



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SHORE WEAR & SEA GEAR SEA GEAR & SHORE WEAR IN THE NEW YORK & BALTIMORE HALLS

Personals

Jack Halpin Contact William C. Versloot, 41 Hoffman St., South Hackensack, NJ.

Eric Johnson Please contact me as I am very anxious to hear from you. Richie.

J. T. Hicks Get in touch with your mother at 65 East Haig St., Plateau, Ala.

Voitto O. "Vic" Johnson Contact mother in Florida or your brother Leo at 3015 Russell Ave., North, Minneapolis, Minn. Urgent.

Adelbert T. Arnold Important papers are being held for you by A. Boesch, 19 Hener St., Little Ferry, NJ. Telephone Hubbard 9-8279.

John C. "Tex" O'Brien Anyone knowing whereabouts of this man contact Mrs. James Riech, 112 Sylvan Road, Somerdale, NJ.

Thomas Bouchard Contact your wife.

Reds Hinson Get in touch with your wife about the children.

Melvin Mercer Contact Mrs. John Mercer, Mullins, West Va., regarding your mother's estate.

Edward F. Woods Mother very worried. She wants to hear from you. Fritz.

Joe Janik (Jannick) Contact Frank Prezalar at 3415-74th St., Jackson Heights, NY.

D. Trevisano Your Union book has been found and is being held for you at SIU headquarters.

John Polberg Mack Fortner Contact T. M. Breen, 220 Broadway, NY 38, NY, regarding injuries to H. C. Willeman on the Ocean Deborah last April.

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY

I would like to receive the SEAFARERS LOG — please put my name on your mailing list. (Print Information)

NAME STREET ADDRESS CITY ZONE STATE TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below: ADDRESS CITY ZONE STATE

AWARDED FIRST PRIZE • GENERAL EDITORIAL EXCELLENCE • 1955 • INTERNATIONAL LABOR PRESS OF AMERICA

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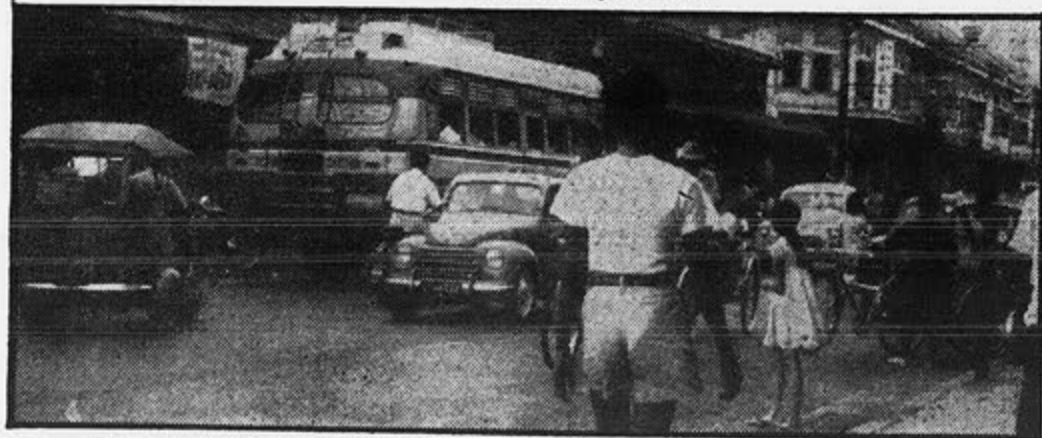
Clothes hanging outside of windows make typical Singapore street scene. Market stalls and informal wear add to Asiatic flavor.



"Mama Sew-Sew" does just that for seamen in Singapore.



Djakarta stevedores show varied moods as cameraman focuses on them during a break in their days' work.



Quite a bit different from the Singapore street scene (above) is this shot of a bustling thoroughfare in Bangkok.



In Saigon, "Morningstar" sells beverages from her bumboat.



Squatting in typical southeast Asian fashion, longshore workers in Singapore take time off from job to dig into lunch.

Far East Call

ON

'ROUND-THE-WORLD S.S. Alice Brown

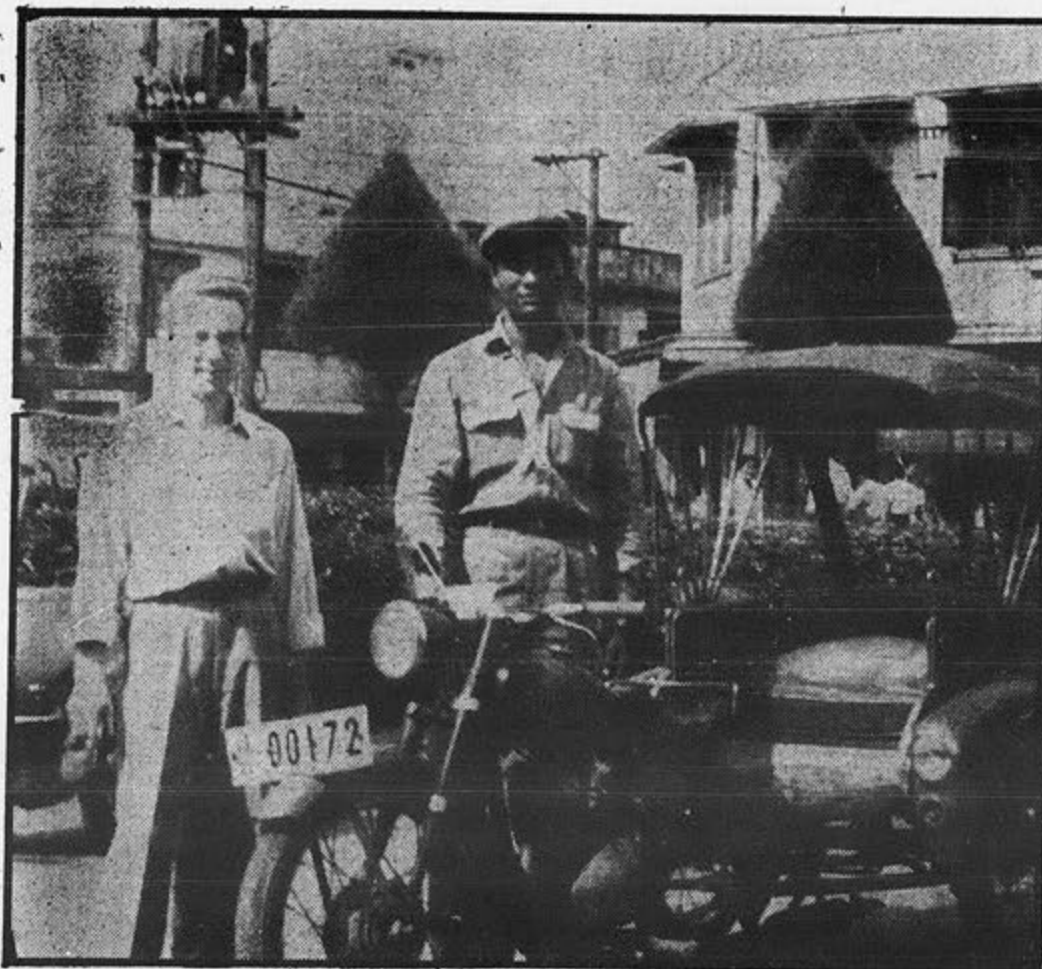
Poking into Far East ports—Bangkok, Djakarta, Saigon, Columbo, Singapore — among others, gives the ambitious shipboard photographer plenty of opportunities to aim his camera at the unusual.

As Seafarers know, life in those areas differs widely from State-side.

Here are some typical samples of what Seafarers find while journeying half-way around the globe. Photos on this page were submitted by Seafarer William Calefato.



Despite the pose, MM Victor (Peppy) Peperissa isn't getting set to abandon ship.



Like many other things in this world, the old gray rickshaw ain't what she used to be. Keeping pace with progress, even the rickshaw is now mechanized. Here's Seafarer H. O. Carney with a native 'cycle jockey.

SIU Freight Agreement

CONTRACT CLARIFICATIONS

ARTICLE II General Rules

Section 10. Customary Duties. Greasing and testing reach rods in cargo holds should be performed by what rating without the payment of overtime during regular working hours?

Answer: It is agreed that the deck maintenance and carpenters can do the above. However, this does not include freeing up or mechanized repairs to reach rods.

Section 10. Customary Duties. Question: When is it necessary to shift a man to fill a vacancy, the man so shifted shall perform the duties of the rating to which he is assigned. What ratings may be shifted without the payment of overtime for work performed during the regular working hours?

Answer: AB maintenance men, wipers, and engine utility men may be required to replace any unlicensed member of their respective departments when said member is sick or missing without the payment of overtime Monday through Friday. The wages shall be paid in accordance with Article II, Section 27.

Boatswain and Carpenter Standing Watch. Refer to Article III, Section 4 (a).

Deck Engineer Standing Watch. Refer to Article IV, Section 15 (i). All other unlicensed personnel in the deck and engine departments who are classed as day workers when required to stand watch due to a shortage of unlicensed watchstanders shall be entitled to overtime for all watches so stood.

Section 12. Medical relief will not be provided except that which is available aboard the vessel, if the cause of the illness is the fault of the member of the crew, such as venereal disease, etc.

Section 14-A. Paragraph 2 of the supplemental agreement, dated the 7th day of June, 1954, amends section 14-A of Article II of the main contract, dated November 18, 1952. The amendment is based upon the fact that, normally, allotments cease immediately when a member of the crew leaves a vessel because of illness or injury. Except in those cases where the law sanctions a refusal to pay unearned wages (which can be established under law to be gross negligence, willful misconduct, etc.) a seaman is due such unearned wages, among other things. It is the purpose of section 2 of the supplemental agreement to provide for the automatic payment of advances—in a sum equal to the agreed-to allotment—and to do this automatically, which advances are then to be charged against any claim for unearned wages. The advances are to be paid in exactly the same time and manner and to the same person or persons that the allotment would have been paid, had not illness or injury taken place. The term "repatriation" refers to the entire period for which unearned wages are due, and "advances" are to be made during that entire period. Paragraph 2 of the supplemental agreement of June 7, 1954, refers both to earned and unearned wages.

Section 14 (a) (b) Repatriation, Upkeep and Transportation. The provisions of paragraphs (a) and (b) of section 14 of the main agreement shall not apply to any crewmember who shall be required to leave a vessel in a location outside the United States because of illness or injury arising out of his own misconduct.

Answer: This is agreed to by companies and the Union.

Section 14 (b). Question: What is considered the port of engagement when applying the above sections?

Answer: The port of engagement of a seaman is the port in the Continental United States where he was first employed by the company for the vessel involved.

Section 13 (a). Emergency Duties and Drills. In an emergency such as this section pertains to, must the entire crew, including watch below and men off duty, be broken out before such work is not considered to be overtime or may the watch on deck and part of the watch below, as may be required, be broken out without the payment of overtime?

Answer: In an emergency such as this section deals with it is not necessary to call out all hands unless the master of the vessel feels that it is necessary.

Section 27. 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, that no overtime shall

be included in such payments.

Where one AB is missing and the other AB's stand watch and work is in excess of eight hours standing this watch, do we pay overtime or division of wages without overtime? What about cases where AB is missing and only one AB and OS on watch and no one else assigned to watch?

(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.

(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.

What is the difference between (b) and (c) and why is the word "only" added in sub-section (c)? Is not a clarification necessary?

Answer: Article II, Section 27 deals with deck and engine departments. Article V, Section 7 governs the steward department.

The answer to the first question under 27 (a) is that overtime and not wages is payable. The answer to the second question under 27 (a) is that wages of the missing AB shall be divided. The committee agreed that Article II, Section 27 (b & c) would be rewritten to clarify both sub-sections.

Section 30. Penalty Cargoes. When holds have been cleared after carrying penalty cargo, no penalty rate for cleaning will be paid for subsequent cleaning of holds unless another penalty cargo is carried.

Section 31. Standby Work. Clarify the meaning of "Unless they shall be required to keep steam in the boilers or oil winches," in fourth sentence.

Answer: When the men are required to keep steam in the boilers or oil winches, they are no longer considered as standby crew, but will then be considered crewmembers and therefore work under the provisions of the agreement that applies to such ratings of the crew.

Section 34. Port Time. A vessel shall not be deemed to be "in port" or on "port time" within the meaning of Section 34, Article II of the main agreement when it is moored or anchored in or outside the Port of San Pedro for the purpose of taking on bunkers.

Answer: This is agreed to by companies and the union.

Section 34. Termination of Port Time. Vessel leaves dock to proceed to anchorage to secure before going to sea. First bell at 2105 leaving dock for anchorage. On the following day vessel is secured and proceeds to sea. First bell at 0130 leaving anchorage for sea. When does port time terminate? At 2105 of first day leaving dock or at 0130 of following day leaving anchorage?

Answer: 0130 the following day. The reason being that the vessel did not depart for sea on the first day but departed for anchorage to secure for sea.

Section 35. Shifting Ship. What is considered a shift in regards to Hawaiian Island ports?

Answer: A move of the vessel from Honolulu to Pearl Harbor or vice versa shall be considered a shift under Article II, Section 35.

Section 35. Shifting Ship. Is a move between Galveston and Houston considered to be a shift of the vessel?

Answer: A move between Galveston and Houston is a shift of the vessel.

Section 35 (b). Shifting Ship. (A vessel is to move via the C & D Canal from Baltimore to Philadelphia on a Saturday afternoon and the crew is called back for a 6 PM move. It is about a ten hour steaming between the two ports. The vessel arrives at Philadelphia anchorage and anchors at 4 AM awaiting berth or daylight to dock. Watches have not been set for the move as per agreement even though the men stood their regular watches. At 6 AM the men are again called out to dock the ship.)

4-8 WATCH
4 hrs. call back
1 hour for docking

12-4 WATCH
4 hrs. call back
4 hrs. watch
1 hr. docking
9 hrs. claimed
6 hrs. actually worked

8-12 WATCH
4 hrs. call back
4 hrs. watch
1 hr. docking
9 hrs. claimed
6 hrs. actually worked

DAY MEN
Bosn. carp. dk. maint.
4 hrs. call back
1 hr. docking
5 hrs. claimed
2 hrs. actually worked

Question: How many hours are the men entitled to?

Answer: This problem could not be cleared up. We will hold for negotiation. The union did agree that the men were not entitled to two call back guarantees.

The following are clarifications agreed to as of October 15, 1956.

Section 36. Restriction to Ship. When a vessel has been in a foreign port where the crew was restricted to the ship and the company claims that this restriction was enforced by the government of the port visited, the company will produce a copy of the government restriction order when the crew is paid off. A letter from the company's agent will not be sufficient proof of the existence of such an order. If the company is unable to produce such an official order from the government of the country involved and is unable to satisfy the Union of the validity of such restriction, the crew shall be compensated for having been restricted to the ship by the payment of overtime for the period of the restriction.

Question: What is necessary for the company to get from government, when restriction is because of quarantine, immigration or custom procedure?

Answer: A letter from such government agency involved.

Section 38. Sailing Board Time. The overtime described 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.

Sailing board posted for 2:00 PM, it starts raining at 11:00 AM, the sevedores knock-off and unable to complete cargo, crew entitled to delayed sailing overtime under the provisions of this sub-section? Company's position is no overtime payable because Act of God prevented completion of discharge and therefore of sailing.

Answer: No overtime is payable provided the sailing board time was changed in accordance with the agreement.

Section 38. Sailing Board Time. All members of the unlicensed personnel shall be aboard the vessel and ready for sea at least one 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 days' pay, which two days' pay shall be paid by the member who was late in reporting for duty.

Does this provision excuse a seaman from being on board at 8:00 AM and from working from 8:00 AM to 12:00 Noon, the sailing board being posted for 2:00 PM?

Answer: This provision does not excuse a seaman from being on board at 8:00 AM and from working from 8:00 AM to 12:00 Noon.

Section 38. Sailing Board Time. Problem: Please be advised that the unlicensed crewmembers submitted overtime for delayed sailing at the port of Pusan, Korea. The vessel was scheduled to sail at 0300 hours but, due to a delay in cargo operations, she did not sail until 0550 hours. As you probably know, the port of Pusan enforces a curfew from 0030 hours to 0800 hours and therefore all crewmembers are supposed to be on board the vessel between these hours.

Answer: The SIU has taken the stand in the past that the curfew does not affect the delayed sailing clause in the contract. When a crewmember is ashore during these hours he is doing so on his own responsibility, and therefore the overtime would be payable.

The committee agreed that Article II, Section 38 should govern regardless of Government restrictions.

Section 38 (e). Full complement, as used in this section shall be interpreted to mean the full complement as required by the vessel's inspection certificate.

Section 40. Launch Service. Problem: Vessel is anchored and the men request launch service. The weather conditions are such that the master feels that it is not safe for men to go ashore. What is necessary to show that the master kept the men aboard because of unsafe conditions and not that he refused launch service or restricted men aboard vessel?

Answer: The master shall use his own judgment and if in his opinion, the conditions are not safe, he shall not provide launch service. However, he shall as usual make his entries in the log as to the weather conditions and advise ship's delegate accordingly. He shall get other data if possible, such as, weather reports to further back his decision.

Section 41. Rest Periods. Does the last sentence of subparagraph (a) "This shall not apply when sea watches are set the same day and before the rest period is completed" apply to watch standers and they are not entitled to the completion of the rest period due or overtime in lieu thereof unless in excess of eight hours?

Answer: This subparagraph (a) applies to watch standers and they are not entitled to the completion of the rest period and no overtime in lieu thereof. However, they are entitled to as much of the rest period as can be given before sea watches are set.

Section 41. Rest Periods. Problem: On Saturdays, Sundays, and Holidays, when watches are broken, the crew is working continuous overtime from 4:00 AM to 5:00 PM. The local union maintains that all work after 8:00 AM in this instance would be double overtime because the men did not receive their rest period.

Answer: Saturdays, Sundays, and Holidays, as stated in the problem, is not double overtime.

Section 41. Rest Periods. (a) When ship is under port working rules and sea watches have not been set and members of the unlicensed deck and engine personnel off duty are required to work overtime between midnight and 8 AM, they shall be entitled to one hour of rest for each hour actually worked. Such rest period shall be given at any time during the same working day. The rest period shall be in addition to cash overtime allowed for such work. If such rest period is not given, men shall be entitled to overtime at the regular overtime rate in lieu thereof. This shall not apply when sea watches are set the same day and before the rest period is completed.

This section shall not apply to men turning to on overtime at 6 AM or after.

(b) On days of arrival, if members of the unlicensed deck or engine personnel off duty are required to perform work between midnight and 8 AM, they shall be entitled to 1 hour of rest for each hour worked. If such period of rest is not completed at 5 PM of the same day, overtime shall be allowed for the incomplete portion of such rest period.

(c) On days of departure, the rest period provision herein shall apply to day workers only.

Situation: A vessel, having been in port for a number of days, is scheduled to sail on a weekday, say, Tuesday, at 2 PM. Sea watches are set at noon on Tuesday and vessel sails as scheduled at 2 PM. The boatswain was called out at midnight and worked until 7 AM Tuesday, was turned to again at 8 AM until noon and again at 1 PM until 5 PM.

Is the boatswain entitled to overtime payment in lieu of rest period for seven hours starting at 8 AM or is he entitled to overtime payment in lieu of rest period only until sea watches were set, 12 noon, a total of four hours or is he entitled to overtime payment in lieu of rest period until the termination of port time, 2 PM, a total of five hours?

Under the agreement in effect prior to the present one, rest periods were applicable only "if ship is under port working rules and sea watches have not been set." In the current Agreement, Article II, Section 41, paragraph (a) restricts the rest period to the same extent as the previous Agreement; that is, "when ship is under port working rules and sea watches have not been set" and paragraph (b) is within the same restricted period but paragraph (c) states that "on days of departure, the rest period provision herein shall apply to day workers only" and I do not understand fully whether "the rest period provision herein" carries the same restriction as did the old agreement and as does paragraph (a) of the current agreement; that is, "when ship is under port working rules and sea watches have not been set."

Answer: The boatswain is entitled to seven hours as per agreement since he is a day worker. The lunch period should not be included in the rest period.

Section 41. Rest Period. Problem: It is understood that any time worked during a rest period will be paid as overtime in lieu of the rest period.

We had a case where the deck department was entitled to a rest period from 8:00 AM to 11:00 AM, at 10:00 AM it was necessary to shift the vessel and the men were broken out for this purpose. In other words they were turned to one hour before they would have been normally required to return to work. We maintain that the men should receive one hour overtime in lieu of rest period but the crew maintains that they should be paid a two hour minimum call-back, which is correct?

Answer: The men are entitled to the one hour's overtime but not to the two hour minimum call-back.

Section 41 (b). Rest Periods. Men standing 12-4 AM watch at sea, docked vessel from 6:00 AM to 8:00 AM, sea watches broken at 8:00 AM turned to and worked the deck from 1:00 PM to 5:00 PM same day. How many hours overtime are men entitled to?

Answer: Two hours payable from 6 AM to 8 AM. No overtime from 1 PM to 5 PM.

Section 41 (b). Rest Periods. Problem: Men standing 12 to 4:00 AM watch at sea, docked vessel from 6:00 to 8:00 AM, sea watches broken at 8:00 AM turned to and worked the deck from 1:00 PM to 5:00 PM, same day. When is two hour rest period for men to be given?

Answer: Where a seaman is entitled to a rest period under the provision of Section 41, such rest period shall be granted during the time that he would normally be required to work in order to complete his working day.

Section 42 (b). Fresh Provisions. Milk shall be served three times daily in port. Forty gallons of milk shall be on board on sailing day when the ship sails from a port where pasteurized milk is readily available.

Question: What is the definition of sailing day within the meaning of this paragraph?

Is a vessel proceeding along the east and west coasts and calling at several ports located less than two days run apart obligated to provide forty gallons of milk on sailing from each port?

Answer: Fresh milk shall be provided in all ports as specified in the agreement and when vessel sails from final port of departure forty gallons shall be on board. This quantity of milk is for the crew's consumption only. If milk is provided for passengers, additional milk must be supplied for such use.

Section 44. Meal Hours. According to this clause the supper hour is set from 5:00 PM to 6:00 PM.

Question: Is it permissible to change the meal hour to 4:30 PM to 5:30 PM in continental United States ports?

Answer: Yes.

Section 45. Midnight Lunch. (a) If the crew works as late as 9 PM coffee and night lunch shall be provided. If work continues after 9 PM fifteen minutes shall be allowed for the coffee and night lunch, which time shall be included as overtime.

(b) If crew starts work at or before 9 PM and works continuous overtime until midnight, the men shall be provided with a hot lunch at midnight. If the work continues after midnight one unbroken hour shall be allowed for such hot lunch. If this unbroken hour is not allowed the men involved shall receive one hour's overtime in lieu thereof, which shall be in addition to the actual overtime worked during the hot lunch hour.

(c) If crew is broken out at 9 PM or thereafter and works continuously for three hours, a hot lunch shall be provided at the expiration of the three hours if the work is to be continued. Otherwise, a night lunch shall be provided. An unbroken hour shall be allowed for the hot lunch and if such unbroken hour is not allowed the men shall receive one hour's overtime in lieu thereof, which shall be in addition to the actual overtime worked during the hot lunch hour.

(d) If crew works as late as 3 AM, coffee and night lunch shall be provided and if work continues after 3 AM fifteen minutes shall be allowed for the coffee and night lunch, which time shall be included as overtime.

(e) If crew works as late as 6 AM, coffee shall be provided and if work continues after 6 AM, fifteen minutes shall be allowed for coffee, which time shall be included as overtime.

Section 45. Midnight Lunch. Problem: Please clarify what penalty is paid when no midnight lunch is given.

Answer: In order to prevent delay in the vessel's departure, the midnight meal hour as provided for in this section may be shifted one hour either way. If one unbroken hour is not given, the penalty meal hour will be paid. In any event, a midnight lunch shall be given.

Section 45. Midnight Lunch. Situation: Entire deck crew called to secure and undock and pass through locks 6 PM to 12:10 AM. Overtime paid: 6½ hours. Each man claimed in addition one hour penalty meal hour. Entire crew except 12-4 watch knocked off and sent below at 12:10 AM.

Claim: The deck claimed that a penalty meal hour is due because the work was continuous until midnight and they were not knocked off at midnight for the specified midnight lunch period, starting at midnight. Article II, Section 45 reads in part:

"Midnight Lunch. If crew works continuous overtime until midnight, men shall be provided with hot lunch at midnight, one hour to be allowed for such meal, if the work continues. If this full hour is not allowed, an additional hour overtime shall be paid."

Company Contention: While the payment of this penalty meal hour was successfully resisted, a strict interpretation of the agreement gives merit to the claim. In this instance, it would have meant the payment of 1½ hours overtime or ten minutes work for each man. It is suggested, a clarification be obtained or the agreement amended to authorize the shifting of the midnight lunch period not to exceed one hour as is provided in Section 44 for the breakfast, dinner and supper meal hours.

Answer: It is agreed that no penalty meal hour is due under the above conditions. We will discuss the change at negotiations.

Section 47. Crew's Quarters. Room allowance as provided in Section 43 shall be allowed when vessel is in port and: 1—heat is not furnished in cold weather.

What is definition of cold weather in degrees?

Answer: It was agreed that in the Winter Zone and the temperature was 65 degrees or lower the cold weather provision would apply under this section.

Section 49. Crew equipment. Problem: The paragraph regarding fans should be classified in such a manner as not to apply to air-conditioned vessels.

Answer: It is agreed that the section covering fans does not refer to air-conditioned vessels.

Section 51. Mess Room. The provisions of Section 51,

Article II, of the main agreement do not require any change or alteration of any vessel of the company, inasmuch as the company's vessels already comply with such provisions.

Answer: This is agreed to by companies and the union.

Section 57. Transportation and Paying Off Procedure. The provisions of sub-section 1 of Section 57, Article II of the main agreement do not apply to the vessels of the company. The provisions of sub-section 3 of said Section 57 shall not be deemed to qualify, modify, change or diminish in any way the obligations and duties of the union and of the unlicensed personnel under Section 4, Article II, and any group or concerted action of unlicensed personnel in signing off articles under the provisions of said sub-section 3 shall be deemed to be a violation of the provisions of said Section 4.

Answer: This is agreed to by the companies and the union.

*This applies to Calmar lines only.

Section 57—1(b) and 1(c). Transportation and Paying Off Procedure.

(b) It is also agreed that the 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 to only those men who leave the vessel, plus wages and subsistence to port of engagement in continental United States. At the seaman's option, cash equivalent of actual cost of first-class rail transportation shall be paid.

(c) If the vessel departs from the final port of discharge within 10 days after arrival to return to the area wherein is located the port of engagement, the above shall not apply.

The union contends that if vessel terminates articles in port A and departs coastwise within the 10-day period to the area wherein is located the port of engagement and doubles back to port A for cargo or any other reason, the days spent in doubling back should be limited to two or three days.

Answer: It is agreed between the union and the company that the final port of discharge of the inbound cargo shall be the port where the 10-day period shall commence. It is further agreed that the 10-day period shall commence at 12:01 AM the day following the last place of inbound cargo is discharged.

Section 57. Transportation and Paying Off Procedure.

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 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 24 hours' notice. If the seaman exercises his rights 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. However, a member may be discharged in Puerto Rico for just cause and shall not be entitled to transportation. Should the union object to the discharge, the matter shall be handled in accordance with grievance procedure.

Believe this clause should be clarified as follows: "Excluding Saturdays, Sundays and holidays." No shipping commissioner.

Answer: When crewmembers wish to exercise their rights under Article II—Section 57 (3) and a shipping commissioner is required, Saturdays, Sundays, and holidays shall be excluded for the purpose of paying them off.

Section 57. Transportation and Paying off Procedure.

Problem: What is the status of a seaman who is entitled to transportation but makes one or more voyages and then pays off in an area other than the one where he is originally engaged?

Answer: The unlicensed crewmember would be entitled to transportation regardless of the number of voyages he made once transportation had been due him as long as he paid off in an area other than the port of engagement.

Section 57-58. Question: What is considered the port of engagement when applying the above sections?

Answer: The port of engagement of a seaman is the port in the continental United States where he was first employed by the company for the vessel involved. It is agreed that where a seaman quits and a replacement is obtained in the continental United States port, the replacement's port of engagement shall be the same as the seaman he replaced except that the replacement would be entitled to transportation to his port of engagement if the ship is laid up and he is laid off.

Section 58. Return to Port of Engagement. Problem: A ship is laid up and the men are laid off at a port other than the port of engagement, what money are they entitled to?

Answer: When a ship is laid up in the continental United States and the crew is laid-off in a port where transportation is payable, they shall also receive travel pay and subsistence at the time of payoff back to the original port of engagement in the United States.

Section 60. Vessels in Idle Status. The provisions of

Section 60 of the main agreement do not require the company to replace on a vessel, which is inactive for any period, any member of the unlicensed personnel who shall have left the vessel on his own accord or whose employment shall have been terminated by the company because he was unsatisfactory.

Answer: This is agreed to by the companies and the union.

ARTICLE III Deck Department

Section 2. Division of Overtime. Problem. This section has been interpreted to mean that a bosun on a port payroll, over a long week-end holiday when there is no work going on a vessel, should receive the equivalent of overtime of a man standing gangway watch, while the company feels that this clause was not intended to cover such an occurrence and that such an occurrence would be in the same category as routine sea watches as specified in the agreement.

Answer: It is agreed that the bosun has the right to stand week-end gangway watch in turn with the rest of the deck department. If he fails to exercise such right, he has no claim for overtime as per Section 2, Article III.

Section 6 (a). Breaking Watches and Work in Port. When watches are not broken in port and the vessel's stay exceeds 24 hours in port, overtime shall be paid for all watches stood after 5:00 PM and before 8:00 AM after 24 hours. If watches are broken in a port after having been maintained for a period of time, overtime shall be paid for all watches stood between time of arrival and breaking of watches. This shall not apply when the crew is being paid overtime for standing watches.

Section 7. Men Standing Sea Watches. When watches are not broken in port and the vessel's stay exceeds 24 hours in port, overtime shall be paid for all watches stood after 5:00 PM and before 8:00 AM after 24 hours. If watches are broken in a port after having been maintained for a period of time, overtime shall be paid for all watches stood between time of arrival and breaking watches. This shall not apply when the crew is being paid overtime for standing watches. This excludes seamen standing watches. This excludes seamen standing donkey watches.

Section 10. Gangway Watches. Raising and lowering the ensign shall be considered routine duty for gangway watch.

Section 10. Gangway Watches. The following companies will be considered in compliance with Section 10, Article III of the main agreement, when they maintain their own shoreside gangway watchmen in only the ports as listed below:

Calmar steamship—Sparrows Point, Philadelphia, San Francisco.

Isthmian Lines—Baltimore, Long Beach, Boston, New York, San Francisco, Philadelphia.

Mississippi Shipping—New Orleans.

Robin Line—Boston, Philadelphia, New York, Baltimore.

Waterman Steamship—New York, Philadelphia, Baltimore, Mobile.

Section 10. Gangway Watches. What hour of watch constitutes a gangway watch? How shall the changeover from a sea watch to a port watch, or vice versa, be accomplished?

Answer: The gangway watch shall consist of eight hours on duty and sixteen hours off duty.

On day of arrival sea watches for men who are to stand gangway watches shall be broken at midnight when stay of vessel is to exceed 24 hours.

On day of departure sea watches for men standing gangway watch shall be set at midnight prior to scheduled sailing time.

Section 11. Day Workers (b). The working hours at sea and in port for all men classified as day workers shall be from 8:00 AM to 12:00 noon, and from 1:00 PM to 5:00 PM, Monday through Friday. Any work performed by daymen outside of these hours shall be paid for at the regular overtime rate, except for such work as defined in Article II—Section 18.

Sub-section (b) above conflicts with Article II—section 44 (c) whereby lunch hour may be varied one hour. Which section governs, 44—(c) or Section II—(b)?

Answer: When the meal hours are changed, the hours of work shall be changed accordingly, provided that when a meal hour is changed, it must be changed for the entire department.

Section 12. Carpenter's Duties. The repairing and maintaining of blocks, whether made of steel or wood, is part of the regular work of carpenters, within the meaning of the provisions of paragraph 5 of Section 12, Article III of the main agreement.

Answer: The repairing and maintaining of blocks, whether made of steel or wood, is part of the regular work of the deck department, including carpenters.

Section 12. Carpenter's Duties. A carpenter has signed on for a voyage but during the voyage he becomes unfit for duty for several days. Under these conditions shouldn't sub-Section 12 be interpreted as no carpenter

being carried?

Answer: While a carpenter is on board and due to sickness or injury he is incapacitated for three (3) days or more, one day man shall perform the carpenter's work in addition to his own normal duties, and for this additional work he shall get the difference in pay for the time he is performing the carpenter's work.

Section 12 (g). Problem: If the carpenter is required to do light sanding and varnishing on rails, etc., without removing old varnish, is that payable as overtime, according to Article III, Section 12 (g)?

Answer: It is the routine duty of the deck department to sand and varnish all outside rails and storm and screen doors. If the carpenter does this work, it is overtime.

Section 14. Docking and Undocking. This section requires that all hands, when available, will be used to dock or undock vessel. In a recent case, all hands were used to undock, but because a vessel was using a tug boat on the bow, the forward gang worked an hour longer than after gang. The work involved consisted of letting go of the tug. Should the after gang receive the 1 hour's additional time under these conditions?

Answer: No! The after gang is not entitled to any extra overtime. When a gang at either end finished docking or undocking, such gang may be knocked off at that time, although the other gang has more work to do. In such case the gang knocked off is not entitled to time worked by the other gang.

Section 15. Topping or Lowering Booms. Because of the unique cargo gear on vessels of the company, the handling of cargo gear by members of the unlicensed personnel shall be governed by the following provisions, in lieu of the provisions of Section 15, Article III of the main agreement.

"The rigging up or securing of cargo gear shall be done by the watch on deck without the payment of overtime during straight time hours. When more than two sets of gears are being rigged, at least the two watches below and the day workers shall be used for this work."

Answer: This is an individual company problem.

*The above applies to Calmar line only.

Section 16. Unsafe Working Conditions. The provisions of Section 16, Article III of the main agreement do not apply to or prohibit the cleaning of between-deck spaces by members of the unlicensed personnel, while cargo is being worked in the lower cargo holds.

Answer: This is agreed to by the companies and the union.

Section 17. Shifting Ship. Problem: Under our procedure of loading at the mines, it is sometimes necessary to haul the vessel several times during loading. The local union maintains that, for instance, a man is called back at 8:00 AM Sunday to haul ship, and works twenty minutes, he is entitled to 4 hours minimum (which is correct), but they maintain that if you break him out again at 10:00 AM to work another 20 minutes, you have to pay him another 4 hour minimum.

Answer: (a) When men are called back on Saturdays, Sundays, or Holidays, and work less than the 4 hour guarantee, they may be turned to one or more times without the payment of additional overtime, except where the time exceeds 4 hours, in which case they will be paid for the hours actually worked.

(b) During such call-back the men may be required to secure the vessel for sea, but may not be required to do maintenance or repair work.

Section 17. Shifting Ship. Problem: Vessel in Baltimore, sea watches broken, sailing board set for move via C & D Canal to Philadelphia on Saturday at 6 PM. Vessel secured at Philadelphia on Sunday at 7 AM.

Union claimed the following:

4-8 WATCH	
6-8 PM	4-7 AM
4 hrs. for call-back	3 hrs. watch and tying up
8-12 WATCH	
6-12 midnight	6-7 AM
6 hrs. call-back and watch	1 hr. for tying up

12-4 WATCH	
6 PM call-back	12-4 AM watch 6-7 AM
4 hours	4 hours 1 hr. for tying up

Company interpreted Section 17 as follows: In the event the shift exceeds two hours on a weekday or four hours on a weekend or holiday, the men shall receive overtime for the hours actually worked.

The following was proposed by the company:

4-8 WATCH	
6-8 PM	4-7 AM
2 hours	3 hours
8-12 WATCH	
6-7 PM	8-12 PM watch
1 hour	4 hours
	6-7 AM
	1 hour
12-4 WATCH	
6-7 PM	12-4 AM watch 6-7 AM
1 hour	4 hours 1 hour

Answer: The joint clarification committee agreed with the Union's position.

Section 17. Call-Back to Shift or Haul Vessel. (a) Shall all deck department personnel be used, when available, for hauling ship?

Answer: The company and union agree that the past practice of the individual company shall govern this.

(b) Shall all deck department personnel be used, when available, for shifting ships?

Answer: The same number as used in docking and undocking.

(c) When can stevedores be used for hauling or shifting without the payment of overtime to unlicensed deck department personnel.

Answer: (a) When deck crew is not available.

(b) When hauling ship and charterer pays expenses for hauling. In the event the crew is used for this purpose during regular working hours, they shall also be used for this work during overtime hours.

(d) What is a call-back? If men are actually aboard the ship outside their regular working hours and it develops that ship is to be hauled or shifted immediately, and such men are turned to, are they entitled to the 4 hour minimum on Saturdays, Sundays, or holidays?

Answer: Yes!

Section 17. Situation: A vessel under port working rules is scheduled to shift from one dock to another or to haul from one hatch to another at 11:00 AM on a Saturday, Sunday or Holiday. The vessel hauled between 11:00 AM and 12:00 Noon. The haul or shift took approximately twenty-five minutes. The vessel sailed at 5:00 PM. Sea watches were set at 12:00 Noon according to Article III, Section 5. The 12 to 4 watch claimed four hours overtime for a call back on Saturday. Also one hour penalty because they were not knocked off at 11:00 AM to go on watch at 12:00 Noon, also four hours overtime for standing their 12:00 PM to 4:00 PM watch, a total of nine hours. The 12 to 4 watch actually worked twenty-five minutes between 11:00 AM and 4:00 PM. This claim for nine hours by the 12-4 watch was upheld by the local patrolman.

Question: Actually, according to the clarifications, Article III, Section 17, paragraphs (a) and (b), how many hours is the 12 to 4 watch entitled to in this instance?

Answer: If the call-back had been at 12 Noon, the 12 to 4 watch would not have been entitled to the 4-hour call-back due to the fact that sea watches had been set at 12 Noon. They would be entitled only to the additional overtime for the actual time spent in shifting the vessel.

Section 17. Call-Back To Shift Or Haul Ship. Problem: Vessel shifts from 5:00 to 5:35 PM from one berth to another. The meal hour is changed to 4:00 to 5:00 PM for the entire crew. Are the men entitled to a two-hour call-back?

Answer: The crewmembers who are on the vessel and are working would not be entitled to the call-back. Those men who have completed their day's work prior to 5:00 PM, and were called back would be entitled to the two-hour call-back.

Section 24. Vessels' Stores. Under the provision of Section 24, Article III of the main agreement, sailors may be required to handle radio batteries and equipment during their regular working hours without the payment of overtime.

Answer: This is agreed to by the companies and the union.

Section 24. Vessels' Stores. (c) Daily supplies under this section shall include such items as meat, eggs, vegetables and other requirements for port consumption.

(b) Under this section galley coal shall be considered steward dept. stores.

Section 24 (b) Problem: The deck department men let go of lines on fuel oil barge during their regular working hours. Is this penalty work or not?

Answer: It is not penalty work.

Section 31 (b). Problem: Is overtime payable for deck department cleaning oil spills over side on hull during routine working hours?

Answer: Overtime for the above work shall be paid in accordance with the provisions of Article III, Section 31 (b).

Section 32 (a) Tank Cleaning. Problem: The watch below is required to clean tanks during weekdays. What rate of overtime shall they be paid?

Answer: It was agreed that for the watch below cleaning tanks from 8:00 AM to 5:00 PM, Monday through Friday would be for straight overtime rate, and between the hours of 5:00 PM and 8:00 AM, the overtime rate for the watch below would be time and one-half.

Section 33. Cleaning Steering Engine. Does the overtime provision contained in this section apply to both watch on deck and watch below?

Answer: Yes! Straight overtime is payable to both the watch on deck and the watch below.

Section 34 (b) Problem: This provision states that non-permanent transient or irregular foreign shore labor shall not be employed to perform any of the work in the licensed or unlicensed quarters, store rooms, passageways, galleys and mess room, except in those instances where the company uses established shore labor. What was the intent of this provision?

Answer: Intent was that companies on regular trade routes who prior to June 7, 1954, used established shore

labor in foreign ports could continue such practice.

Section 35. Chain Locker. In lieu of the two-way bell or voice tube provided for in Section 35, Article III of the main agreement, the company may provide the able seaman who shall be sent into the chain locker with an adequate whistle with which signals can be made.

Answer: This is agreed to by the companies and the union

ARTICLE IV Engine Department

Section 3. Hours of Work. (a) Working hours in port and at sea for all men classified as day workers shall be from 8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM Monday through Friday. Any work outside these hours or on Saturdays, Sundays, or Holidays to be paid for at applicable overtime rate except as provided in Article II—Section 18.

The sub-section (a) conflicts with Article II—Section 44 (c) whereby lunch hour may be varied one hour. Which section governs, Section 44—(c) or Section 3—(a)?

Answer: When the meal hours are changed, the hours of work shall be changed accordingly, provided that when a meal hour is changed, it must be changed for the entire department.

Section 6. Setting Watches.

Section 38 (f) Sailing Board Time. Situation: On Wednesday ship is scheduled to sail the next day, Thursday at 6:00 PM; fireman-watertenders on donkey watch go on sea watches midnight Wednesday. Article V, Section 6, second paragraph—

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

On Thursday, because of weather, cargo or some other reason, it is necessary to change sailing time and day to n on Friday.

Claim: Firemen-watertenders claim overtime wages for sea watches stood in port on Thursday.

Answer: Where sea watches are set at midnight and the vessel does not sail before midnight of the following day, overtime shall be paid for all time in excess of 24 hours after setting sea watches, in accordance with the agreement. Overtime will be payable to the firemen-watertenders after the first 24 hours since setting sea watches, until the vessel sails.

Section 7. When watches are not broken in port and the vessel's stay exceeds 24 hours in port, overtime shall be paid of all watches stood after 5:00 PM and before 8:00 AM after 24 hours. If watches are broken in a port after having been maintained for a period of time, overtime shall be paid for all watches stood between time of arrival and breaking watches. This shall not apply when the crew is being paid overtime for standing watches. This excludes seamen standing donkey watches.

Section 9, Paragraph 12. Electricians' Tools: Problem: When the vessel furnishes the electricians' tools, the union maintains that he cannot be held accountable for the loss of same and does not have to sign a receipt for same.

Answer: The committee agrees that it is not practical to have electricians sign for tools.

Section 9. Electricians. This section provides that overtime shall be paid for all electrical or mechanical work by the electricians on any of the following equipment: gyro compass, gyro repeaters, gyro batteries, and gyro MG sets, radio communication batteries, and motor transmitter, radio direction finder equipment, Fathometer equipment and Loran system equipment.

This section provides for overtime for the electricians working on MG sets connected with navigation which are normally located on the bridge.

On a ship that has two independent MG sets, both located in the emergency generator room and which sets supply electricity for the entire vessel, would overtime be applicable to the electrician for working on these AC generators?

Answer: No overtime is payable under this section when the MG sets supply electricity for the entire vessel. Regardless of the location of the MG sets the use shall determine whether or not overtime is payable. If the MG sets are used to supply electricity for the vessel, no overtime is payable. If the MG sets are not used for entire vessel but used for reasons specified in Article IV Section 9 (3), overtime shall apply as specified in agreement.

Section 15. Deck Engineer. (a) This will not include mast lights, navigation lights and cargo lights permanently installed.

Answer: The intent of this is to prevent deck engineer from working aloft on lights.

Section 17. Call-Back to Shift or Haul Vessel. This section is in deck department rules although union feels that it should cover engine department personnel when they are called back for same purpose.

Answer: It is agreed between the company and the union that anyone in the engine department that is called back for the purpose to shift and haul a vessel shall be entitled to provisions of Section 17, Article III of the deck department.

Section 18. Oilers On Sea Watches—Steam. Problem: On C-2 vessels the oiler shall oil the steering engines as routine work, however, on a Chickasaw type C-2 vessel the steering engine is greased and not oiled. Shall greas-

ing the steering engine be routine work for the oiler?
Answer: It was agreed that this work shall be the routine duty of the deck engineer.

Section 19. Oilers on Day Work—Steam. The ice machine room shall be deemed to be part of the engine room for the purpose of Section 19, Article IV of the main agreement.

Answer: This is agreed to by the companies and the union.

Section 19. Oiler. (Relieving FWT for Supper). Question: If an oiler relieves the fireman-watertender at 4:30 PM in US continental ports in order that the FWT may eat his supper between 4:30 PM and 5:00 PM, is the oiler entitled to overtime?

Answer: No overtime is payable under the above condition.

Section 28. Wipers. The wiper who shall be assigned to sanitary work for two hours on Saturdays, Sundays, and Holidays, under the provisions of paragraph (d) of Section 28, Article IV of the main agreement, shall be required to pump up the galley fuel tank during these hours without the payment of any additional overtime.

Answer: This is agreed to by the companies and the union.

Section 28. Wipers: Problems: In a great many ports there is no necessity for the wiper to stand by on water and fuel oil lines since they are hooked up by the shore personnel and are disconnected by shore personnel, and the wipers are actually not aware that water and oil is being taken aboard. There are some ports where the water lines are hooked up and the vessel takes ballast water for as much as 15 or 16 hours at a stretch. These lines do not need attention. What is the wiper entitled to under these conditions?

Answer: When taking on fuel oil or water and the hoses are connected and disconnected by shoreside personnel, the wiper shall not be required to assist. When the ship's personnel handle the connections, the wiper shall be used to assist in connecting and disconnecting and putting hoses away but should not be required to standby.

Section 31. Using Paint Spray Guns. Background: This section was negotiated with the thought in mind that small hand spray equipment only was used in the engine department of such a size (quart or 1 gallon) as not to require the services of two men. The present problem deals with equipment which includes the standard 5 gallon or larger tanks and ordinarily requires the services of two men, each of which actually handle the paint spray gun.

Answer: It is agreed that the second paragraph of Article III, Section 25, shall apply to this section. "When spray guns, other than small hand type, are being used for painting, two men shall operate same and both shall receive the overtime."

ARTICLE V Steward Department

Section 3 (c). Hours of Work. What are the boundaries of a port for the purpose of determining when overtime is payable to the steward department under this section?

Example: Vessel pays off in the Port of New York and then sails to Albany, NY. Should overtime be payable under this section while vessel is in the Port of Albany?

Answer: (a) No overtime is payable for steward department in Albany under the above conditions.

(b) In determining the boundaries of a port for the purpose of applying Article V—Section 3 (c) it is agreed between the union and company committee that the following shall apply:

If a vessel proceeds from one city to another city and (always assuming that the vessel is under Register and a Custom clearance or permit to proceed is required), then those cities are to be considered two separate and distinct ports. If a Custom clearance or permit to proceed is not required the two cities are to be considered the same port for the purpose of applying the overtime provisions of Article V—Section 3 (c).

The above clarification shall also apply to vessels under enrollment.

Section 3 (c) Hours of Work. Situation: A vessel arrives from a foreign voyage and terminates the articles and pays off in New York. The vessel then proceeds to Baltimore, where it discharges the rest of the cargo and starts loading for the next voyage. The vessel then proceeds to New York to finish loading.

Question: Is the "port of payoff" provision still in effect when the vessel returns to New York from Baltimore?

Answer: Yes.

Section 4. Working Hours. In all ports, the night cook and baker may work on a schedule between 6 AM and 6 PM as set forth by the steward.

Answer: The company and the union agree on above.

Section 4. Working Hours. Problem: When the meal hour for the deck and engine department is shifted in accordance with Article II, Section 44, the working hours of the steward's department should be shifted accordingly.

Answer: It is agreed that when meal hours are changed for deck and engine departments in accordance with Article II, Section 44, the steward department's working hours may be changed accordingly provided, however, that they be given 2 hours' notice prior to the time necessary to prepare meals.

Section 5. Manning Scale. Problem: When shall a child be considered a passenger for the purpose of de-

termining what meal money shall be paid to the steward department under this section.

Answer: It was agreed that when the company receives passenger fare for a minor child, such child shall be considered the same as a grown passenger. When the company does not receive passenger fare for such minor child, the steward department will not be entitled to extra compensation.

Section 5. Manning Scales. If a vessel commences the voyage with passengers and a passenger utilityman, and the passenger utilityman, due to illness or otherwise, pays off during the voyage, do we have to pay a division of wages for the missing passenger utilityman on the return voyage or can we pay \$2.50 per day per passenger on the return trip as we would have been able to do if the vessel had originally sailed without passengers and passenger utilityman from the States?

Answer: \$2.50 per passenger day regardless of the number of passengers, such money to be paid to the individuals doing the work.

Section 8. Routine Work. The duties of the steward department, as defined in Section 8 of Article V of the main agreement, shall include the cleaning and maintaining of toilets and the enclosed passageways.

Answer: This is agreed to by the company and the union.

Section 8. Routine Work. Problem: The dining rooms, messrooms and Officers' quarters have tile flooring. Shall waxing these floors be considered routine work for the steward department?

Answer: On vessels where the saloon messman is required to wax and polish decks, it shall be among his routine duties to maintain same daily. When he is required to remove old wax preparatory to rewaxing, and rewax same, he shall be paid overtime for such work performed.

Section 12. Shifting Meals. Question: If the meal hour is advanced from 5:00 PM to 4:00 PM in the home port or port of payoff when a shift or haul of the vessel is scheduled for 5:00 PM, would the steward's dept. port time be reduced accordingly?

Answer: Yes! If the steward's dept. finishes one hour earlier.

Section 13. Meals in Port. The provisions of paragraph (a) of Section 13, Article V of the main agreement shall not require the payment of any additional amount to members of the steward department for serving meals to port engineers and supercargoes, port captains, when they are assigned to a vessel.

Answer: This is agreed to by the companies and the union

Section 14. Extra Persons Sleeping Aboard. The provisions of Section 14, Article V of the main agreement shall not require the payment of any additional amount to members of the steward department for taking care of rooms provided for supercargoes and pilots.

Answer: This is agreed to by the companies and the union.

Section 16. Midnight Meals and Night Lunches. When not more than the equivalent of one department is served at 9 PM or 3 AM night lunch, one cook and one messman shall be turned out to perform this work. When serving the midnight hot lunch, one cook and two messmen shall perform this work.

Answer: The company and the union agree on above.

Section 27 (b). Day Work. Members of the steward department on day work may be required to work in iceboxes without the payment of overtime, under the provisions of paragraph (b) of Section 27, Article V of the main agreement.

Answer: This is agreed to by the companies and the union.

Section 27 (c). Day Work. At the time the agreement was negotiated, it was agreed between the negotiating committees that passenger utilities on vessels between continental US ports, when no passengers were aboard would not receive the week-end or holiday overtime unless they were required to work. We are now faced with a problem where we might like to carry a passenger utility on vessels between continental US ports, when no passengers are aboard, but then we find the week-end overtime makes it prohibitive. Can this clause be clarified to conform with the verbal understanding at the time the contract was negotiated?

Answer: The committee felt that this request should be handled during negotiations.

PASSENGER VESSELS Deck Department

Section 1. This states that the quartermaster is to rig the flags, which he has been doing ever since the operation of the passenger vessels, by being relieved by the AB.

The union now feels that another quartermaster should be broken out to handle the flags which, of course, would be on overtime, while the company maintains that this is a normal occurrence, something which happens every day and is the duty of the quartermaster on passenger vessels and that this chore, therefore, should be done without the payment of overtime.

Answer: It is agreed between the union and the company that an AB who may be on watch can relieve the quartermaster when he is called to rig flags without the payment of overtime for either rating. No double overtime will be paid for Saturdays, Sundays, or holidays, for the above work.